

**Largest Circulation of any Shipping Paper.**

# SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.**

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ONE PENNY.

## IN THE DOG WATCH.

Having nearly exhausted all their vocabulary of abuse on the Sailors' and Firemen's Union, the shipowners' papers seem disposed to vary the monotony by an occasional attack on the Board of Trade surveyors, because those officials have nowadays to appear rather frequently and testify as to overloading.

In the various lawsuits in which the general secretary of the Sailors' and Firemen's Union has figured he has had to go through the ordeal of cross-examination at the hands of more than one eminent counsel. The experience thus obtained has proved useful at the Labour Commission, where he has in several of his replies scored admirably.

Lords Derby and Hartington, we were last week informed, had attacked SEAFARING, whereupon SEAFARING retaliated. As our informant has since stated that he told us this as a joke, it is only fair to spontaneously express our regret for the mistake. At the same time, it is due to SEAFARING to add that seeing our informant fills a responsible position on the seamen's side, it was not to be expected that we should treat as false or jocular information from such a quarter on such a subject.

The evidence of Messrs. Darby, Allison, and Pleasance at the Labour Commission, which we this week print, is, in order to be quite fair to the shipowners, taken from their leading newspaper, and very interesting reading it makes. That the shipowners' leading newspaper should print it seems to indicate that Messrs. Scrutton, Laws, Joyce, and Robinson are in no way ashamed of the underhand attempts to smash the Seamen's Union thus exposed. We now know the value of the Shipping Federation's assurance that it had no wish to smash the Seamen's Union.

Mr. Manton, of the Fishermen's Federation, has, we are glad to note, told the Labour Commission something of the fishermen's grievances. Other fishermen

from various parts of the country might do likewise, as the conditions of their work are not exactly the same in all places, and the general public is profoundly ignorant of the needs of that useful and hardy class.

"The sailors of the world heartily wish the Union and her noble commander, Plimsoll, a wind aft and tacks aboard right into port." So says the *Coast Seamen's Journal*, which also remarks—"Hero-worship was never more justifiable, nor the reward of merit better bestowed than upon Samuel Plimsoll. If there is a man in the ranks of the seafaring class to-day who does not cherish the name of Plimsoll in the warmest corner of his heart, that man is either an ignorant or an ungrateful wretch."

The same paper in commending the Parliamentary Bills approved at the last annual meeting, adds:—

The active interest taken by the British seamen and their friends in the welfare of seamen of other nations is worthy of honourable mention at this time. Our gratitude may be best expressed in the sincere hope that when the next annual meeting of our British friends takes place all the contemplated measures for the general welfare will be accomplished facts.

After what we have written commending such a project to various ports it is gratifying to read that Liverpool is to have a Lifeboat Sunday. The Mayor of that city is to convene a public meeting on Wednesday next in furtherance of this laudable project, which we trust will have the hearty support of Liverpool seamen, and we would suggest that all other cities and towns follow Liverpool's example in this respect.

Not before the time it is announced by the Admiralty that owing to the recent accident off Plymouth during gun practice by the *Plucky*, the Government have decided to hold a public inquiry into the dangers to which passing ships and fishing-boats are exposed, with a view of suggesting steps to obviate such risk during the necessary practice with modern guns of long range. Common-sense would suggest that the sea is wide enough to find room for practice elsewhere than in the vicinity of a frequented seaport.

## LABOUR COMMISSION

### STARTLING STATEMENTS.

SCRUTTON, LAWS, ABBOTT & CO.

### FEDERATION EVIDENCE.

### REMARKABLE REVELATIONS.

PLEASANCE, DARBY, & ALLISON

### SHIPOWNERS' MONEY.

### WHAT IT WAS PAID FOR.

### MORE DAYLIGHT.

### CANDID CONFESSIONS.

### MR. WILSON'S EVIDENCE.

Mr. J. H. Wilson, general secretary of the Sailors' and Firemen's Union, whose examination before the Labour Commission began on Nov. 24, was continued on Nov. 25, 26, and 27, and would fill the whole of two or three numbers of SEAFARING if given in full. To give even a good summary of it would fill all our space; therefore, the barest outline of it on a few points is all that can be added for the present to the account given last week.

### STRONG LANGUAGE

being referred to a passage in SEAFARING, in which the shipowners were described by a correspondent of that paper as the open enemies of the seamen, witness said that was the opinion of one man. Personally he (Mr. Wilson) was not responsible for any statement that appeared in SEAFARING unless it bore his signature. He had already said that there were shipowners who were respectable men, but some shipowners were the greatest scoundrels alive. The sailors had not slandered the owners anything like so much as the owners had slandered the sailors. They had described the seamen as "a drunken, dirty, useless lot of men;" they had said that they were thriftless and dissatisfied, and that they would do without them if they could. That might be true of some of the tramps whom the shipowners had imported into the trade, and who were often made drunk by the whisky provided by the crimps who found the men. No doubt they were useless, disreputable men, but there were thousands of respectable men, both married and single, in the mercantile marine.

## GOOD OWNERS.

Some shipowners were among his best friends, so it was not true to say of all shipowners that they were open enemies. There were, however, among the shipowners men with whom he would not walk on the same side of the street. Every allowance ought to be made for the utterance of an uneducated sailor, writing to a paper, especially after the example that had been set them by the "respectable" and educated shipowner. When the shipowners tried to take away witness's character, they took away all he possessed, and was it possible to set a worse example to what they called "a mob of drunken sailors?" He (the witness) had shown for some years past that it was possible to set a better example. He was quite prepared to adopt

## CONCILIATORY TACTICS

that would bring the shipowners and seamen more into harmony with one another. He had no interest in keeping them in conflict, for if it were otherwise his working day might be reduced from 16 or 20 hours to eight.

Do you not think that it is the strong language applied by the officials and paper of the Union to the shipowners which has aroused this feeling of antipathy on the part of the shipowners?—No; the strong feeling has arisen because we have compelled them to comply with the Merchant Shipping Act, and stopped them from sending unseaworthy ships to sea from abroad. The more respectable shipowners have not shown any sympathy in that direction up to the present time, but have been rather prepared to support the bad shipowners.

If you do want to work amicably with the shipowners, do you not think it would be right and wise to drop strong expressions?—We are trying to do what is fair and honest for the benefit of the seamen; and those who live in glass houses must not throw stones. Let them give up calling me a robber, a parasite, and a thief. We are only workmen, and strong language from men like myself is excusable, whilst such language from men of education is not excusable. The shipowners will never work amicably with us until they know we are a power that is going to remain, then they will accept the inevitable; but in the meantime, if they can crush us they will do so.

Mr. Livesey called attention to a paragraph in SEAFARING headed "A Startling Theory," to the effect that a correspondent wrote that since it was notorious that shipowners had been known to murder men, and that some shipowners would stick at nothing to injure the Union, it was a reasonable theory that the murder had been committed by somebody employed by a shipowner or shipowners who had personated a Union official to damage the Union. Mr. Wilson said that he was surprised that Mr. Livesey should have read such a communication from an ignorant sailor, for whom allowance should be made, and the owner should set sailors a better example by not abusing witness and the sailors.

Examined as to

## THE CARDIFF STRIKE,

witness accused the shipowners in that of suppressing the fact that there was a strike in order to get men, and said that they could not get men to go to Cardiff unless they were captured and drugged by the crimps in Liverpool. In one case they had got 50 men ostensibly for London and

taken them to Cardiff, with the carriage doors locked; but he was glad to say, that as soon as those men found themselves in Cardiff they came over to the Union. During that strike he had shown his desire to adopt conciliatory tactics when he offered to withdraw the pickets if the owners would withdraw the Federation ticket, but they refused. The men objected to pay 1s. for the Federation ticket. That 1s. went to a fund controlled by the owners. The Union charged far more than 1s. as entrance fee, but the money went to funds controlled by the men themselves, and in return the men got various

## UNION BENEFITS.

What benefits?—They get £2 for a shipwreck claim, as in the case of a man losing his clothes; the relatives get £4 on the death of a member; members get legal protection, and sometimes we have spent as much as £70 on the case of one man; then there is the superannuation grant, that is £20 in any case where a man is permanently injured by an accident; then there are sick payments of 10s. per week, and a payment of £10 on the death of a member who is in the sick fund, and a number of other benefits in addition to those I have already mentioned.

Yes; but to the sick fund they pay an additional subscription?—That is so, and they get additional benefits. Then we have strike pay 12s. a week, and 1s. for each child.

Our report of the rest of Mr. Wilson's evidence will be given next week, together with that of Messrs. Friend, Key, Lea, &c.

## MR. DARBY'S REVELATIONS.

Mr. Maurice Evans Darby was called, Nov. 27, and examined by Lord Derby. Witness said: I have been a sailor nearly all my life. I organised and founded the Glasgow Branch, and enrolled from 6,000 to 7,000 in 12 months. I left the Branch after being secretary. I afterwards received an invitation to become an agent of the Shipping Federation. Some time previous to that I had received an invitation from Captain Lawrence, of the Sunderland Shipping Federation office, to found another Union. Captain Lawrence informed me that he was in communication with Mr. Champion upon the subject. The first suggestion was to form a masters' and officers' Union, not the situation which I afterwards accepted. I opened a Branch in the gas-workers' office, Glasgow, for a Union called the International Stewards', Seamen and Firemen's Society; after that I was summoned to Liverpool, but before going, and after my arrival, I understood it was for the purpose of meeting a committee that I thought had been formed by the Trades Congress while sitting in Liverpool to settle a dispute which for some time had been pending between Mr. J. H. Wilson and Arthur R. Abbott, but on my arrival I knew it was for the purpose of establishing a Branch of this Union, which I afterwards discovered was

## FINANCED BY THE EMPLOYERS.

At the time of my going I was not aware of that.

We understand that you had some communications from Abbott?—Yes, Abbott wrote a libellous pamphlet, for which he suffered imprisonment at Durham; on his release from prison he was employed by the shipowners as one of the secretaries to establish a Branch of the said International

Stewards', Seamen and Firemen's Association in Shields.

I was engaged by the shipowners to secure non-unionist crews. I found it difficult; in fact, I cannot claim that I supplied a man, because every attempt that I made I came across a unionist man.

Did you act for the Federation?—Afterwards, and then I severed my connection with the said International Stewards', Seamen and Firemen's Society.

## MR. DARBY DISGUSTED.

You were not satisfied with the organising of that society, and you left it?—I told Mr. Laws it was impossible for employers to find hands without getting Trades Union men, and I would have nothing to do with it.

But you acted under the Federation?—Afterwards; I was compelled to do something to maintain my wife and children, and I did it openly.

And now I understand that you come here to say that the Federation is opposed to the interest of seamen?—Most emphatically; that is why I put in my resignation to the Shipping Federation.

## THE UNION GOOD.

Since the seamen have been organised, as it seems to have been in the last three or four years, what has been the effect, in your view, upon their habits?—Well, I take it from my information and experience, that they have greatly improved; there is greater sobriety, and they attend to their duties better.

And you say that there have been fewer assaults at shipping offices, and fewer robberies of advance notes?—Unquestionably there have been fewer robberies and assaults. Well, I think there has been a more ready avenue for employer and employed to come together, and it would be more so if it were not for the desire of each one to crush the other too much. I consider that the Shipping Federation's pledges to me as to the Board of Arbitration and Conciliation, and their promises to seamen generally, have not been carried out; they have

## BROKEN THEIR PLEDGES.

I carried arms, and I hope to prove that the parties who assaulted me were employed by petty shipowners.

Is it your opinion that the Federation has

## ENCOURAGED CRIMPING?

Most undoubtedly; I have a letter here from a man with whom they were in connection in Glasgow, who supplied any number of men—a boarding-master who had been convicted more than once for crimping.

In what way does the Federation encourage what you call crimping?—By ignoring the laws of the Merchant Shipping Act, that disallows any person but a qualified person licensed by the Board of Trade to supply men, and going to such men as boarding-masters and boarding-mistresses, who have men of all classes and character in their houses, and they get these people to supply them, instead of the Board of Trade officials. I can understand from experience that there are efforts made by men of less capacity than others to shipping officials in the shape of tips if they will only give them the jobs—it is not to be put in the way of Shipping Federation officials or any other officials.

You complain, also, of the general prevalence of undermanning?—Undoubtedly.



## THE EFFECT OF THE UNION

being started in Glasgow has been materially to increase the wages?—Undoubtedly; in monthly ships it has increased from £1 to 25s. per month, and in weekly boats from 5s. to 6s. per week. Some of the weekly boats which paid 21s., now pay 28s. in certain cases.

Why did you leave the Glasgow Branch?—There are various reasons, but the main reason is that I received letters from friends and sometimes from the Seamen's Mission, a mission at Glasgow, thanking me for the efforts put forth and warning me of the intrigues of the employers to slander me, and that they were going to send men into our Branch for the purpose of creating dissension and stirring up assaults, and endeavouring to smash the organisation.

Did you find any of those in antagonism to this Branch?—I was suspicious, and I have since discovered from the press and otherwise that such was the case, especially in the case of

PAUL B. SUTCLIFFE,

who fought Mr. Wilson and myself through slanderous words through the press, and who has been in the employ of the shipowners, who paid £20 only recently, and the first fine was paid by the shipowners.

When you left the Union did you seek employment in the Shipping Federation, or was it offered to you by their agent?—When I first became acquainted with them there was no Federation.

Had you offers of employment?—I had no other offers of employment, only from Mr. Laws, after the Liverpool lecturing tour we had. He said if we would accept an engagement to assist free labour, that he could give

PLEASANCE, MYSELF, AND ABBOTT

and others a permanent position, such as manager of the district, whichever we liked to select ourselves. The International Seamen's and Firemen's Union was not registered as a Trades Union, and I pointed that out to Captain Adams, who promised to have it rectified. The first communication I had from this Union came from Captain Lawrence, of Sunderland, and Abbott, of Shields. Captain Lawrence is now the chief agent in Sunderland of the Shipping Federation—he is still enrolling members there if he can get them.

Is it within your knowledge that anyone in connection with the Shipping Federation has made arrangements with Captain Lawrence and yourself to form a Union at Liverpool?—Yes, Botterell and Roche, law agents for the Shipping Federation, Burnacle, of Sunderland, and Mr. Laws, who, I am informed, had an interview with Captain Lawrence, and gave him £25 for that purpose when leaving London to go to Liverpool, in the presence of Mr. Pleasance, I understand, and Mr. Abbott.

Has any literature of a

LIBELLOUS

character been circulated about you?—There has been some circulated about me, but more especially about Mr. Wilson and about the secretaries in general. My members in Glasgow at one time fetched me home a most scurrilous pamphlet supposed to have been signed by a number of men resident in London. I believe Mr. Wilson put that pamphlet into the hands of his law agent, who failed to discover any one *bona fide* signature to the pamphlet.

It was undoubtedly written by the shipowners for the purpose of damaging the Union, and it was circulated in America so as to evade the possibility of a criminal action for libel.

Lord Derby: You say it was undoubtedly

CIRCULATED BY SHIPOWNERS.

Have you any proof?—I have proof, from the common-sense view, that the masters and officers of the ships that belonged to those shipowners were most zealous in taking care that the pamphlets were circulated amongst each of their crews when out of port, and it was accompanied by derogatory remarks made on the officers of the Union, and they took care to circulate the pamphlets.

Mr. Tait: Statements have been made here by Mr. Wilson that those who had issued those libellous pamphlets had been

DEFENDED BY THE SHIPOWNERS.

Are you aware that that is the fact?—Undoubtedly in the case of one man; but in the previous evidence my lord objected to take hearsay from a conversation between me and that man. In the second instance it is not hearsay; it is a visible demonstration, to my knowledge, that Mr. Hornsby, who circulated libellous matter, or alleged libellous matter, in the shape of a discrepancy in the balance-sheet, was defended by the shipowners, they taking the responsibility of his bail, &c.

Abbott is now holding a position in the Shipping Federation?—Not directly; but indirectly he is connected with the International Stewards', Seamen and Firemen's Union, which up to recently was

FINANCED BY THE EMPLOYERS.

I do not know whether they are tired of their baby or not.

Could you say, as an old official of the Federation, from anything that ever came to your knowledge, whether it was the desire of the Federation to do injury to the Union?—Most undoubtedly; the spirit evinced tends to prove that. They also paid us to hold meetings for the purpose of severely handling Mr. Wilson, in the shape of criticism, to endeavour to destroy the sympathy of his men towards him.

WHO PAID

you this money?—Captain Lawrence paid us the money, and Mr. Laws paid it to him, and they said that Callaghan would pay £25. There were meetings held in the Young Men's Temperance Association, Harding-street, Liverpool, one or two on the Marine Parade, Liverpool, and a meeting in Deptford, in London. That is where I first discovered that this said association was financed by the employers, through going with Mr. Pleasance and Abbott to

MR. LAWS,

who appeared to be specially delighted at the prospect of having some satisfaction in retaliating upon Mr. Wilson and his Union.

Were there any special arrangements made for this meeting by the papers of the Shipping Federation?—Well, in walking through the street with Abbott and Pleasance we came across the editor of the *Shipping Gazette*, Mr. Joyce. We also called upon the editor of *Fairplay*, Mr. Robinson, and I understood from the remarks made by Mr. Laws that special care would be taken that no item of interest to themselves would be lost through

THE PRESS.

A statement was made in a letter read to this Commission by Mr. Laws in his evidence, that there were free labour men, or non-Unionists, who could be got to supply the place of those who were on strike at Cardiff. You were at one time an agent of the Federation. Is that absolutely correct, that at one time you could have supplied from Glasgow these men?—I could not see the possibility of so doing. We could not get the men we required ourselves; in fact, we were obliged to

TAKE LABOURERS.

There would not have been the possibility of getting a few dock labourers, but, unfortunately, the shipowners had created a dispute between two societies who were fighting each other, and the shipowners were getting the benefit of it.

By Mr. Bolton: When I mentioned that a fine had been paid for a crimp, I should have said, and I think I did say, it was by the shipowners of Glasgow, through the Federation—through Neilson Bird, the secretary—that the money was drawn. Neilson Bird said that they had paid it, and I inferred that he meant himself as their agent.

Sir Michael Hicks-Beach: What means have you of knowing what you have said, that Abbott's Union is supported by the Shipowners' Association?—Because Abbott himself and Lawrence received money

PAID BY MR. LAWS

to Captain Lawrence for that purpose; and I have letters from Lawrence and Abbott which there speak for themselves, that before anything more can be done Mr. Laws will be seen to get money. I think Mr. Wilson put in some of those letters. They came to me, and I think they are very good evidence. On the visit, Mr. Laws and Captain Lawrence acknowledged as much to me; in fact, it is without question. We know that Mr. Laws was paying, and also

ROCHE AND SCRUTTON PAID,

too, and others. He admitted that in my presence. I cannot prove that, not from Roche and Scrutton. But there were other witnesses in the matter. I have seen Mr. Scrutton in his office, and he took great interest in abusing Mr. Wilson and his Union.

Mr. Robert Pleasance was the next witness, and, in reply to Lord Derby, he said: I have been an able seaman for 15 years. I joined the Tower Hill Branch of the Seamen's Union nearly three years ago. I was elected secretary in July, 1889. We had a dispute in that Society in 1890, and I acted as secretary for the rebel branch. The dispute arose in consequence of the admission of a man who was alleged to be in the pay of the shipowners, and he was afterwards charged with libelling Wilson.

You say that

HORNSBY WAS FINANCED

by the representatives of the Shipping Federation; how do you know it?—I was present when the arrangement for his defence was made by Messrs. Botterell and Roche, and I was then informed that the Shipping Federation would pay for his defence. I heard a Mr. Mills, who is the common law representative of Messrs. Botterell and Roche, arrange with the counsel to pay the special fee for Hornsby's defence.

Do you know that the gentleman whom you mention was an agent of the Shipping Federation, or employed by them?—I do. I know it.

Did you go to Glasgow at the expense of the Shipping Federation?—I did.

My object in going was to make an application to the annual general meeting for re-instatement into the Union, but I was

#### PAID BY MR. LAWS

to criticise the balance-sheet of the National Union.

And you did so?—I did not; I was paid for that, but that was not my object in going down to Glasgow.

I should like to state that, at the commencement of my dispute with the Executive Council of the National Union, I was sent for by the chairman of the Shipowners' Association, who intimated to me that he would be ready to finance any rival organisation which was started at that time. I did not want anything to do with a society that was intended to

#### CRUSH THE NATIONAL UNION,

and I pointed out to Mr. Scrutton that our dispute was merely one between ourselves concerning the power of the executive. However, Mr. Scrutton promised to assist me then in my own dispute, but I never received anything from him, neither did I receive anything from any other shipowner or shipowners during my dispute either directly or indirectly, but after the dispute was practically terminated

#### I RECEIVED MONEY

from the Shipping Federation for the purpose of going to Glasgow and criticising the balance-sheet—the annual report of the Seamen's Union. My name is also mentioned in connection with this International Federation of Stewards, Seamen and Firemen, the general secretary of which is Captain Lawrence, who is at present the agent of the Shipping Federation in Sunderland. I wish to state with regard to that Union that I never acted or I never had any actual position in that Union, neither did I ever receive one penny from that Union, but I was present at

#### A MEETING

between Mr. Laws, Captain Lawrence, and Mr. Abbott, when it was arranged that Captain Lawrence should take Mr. Abbott and Mr. Darby with him down to Liverpool to hold meetings there in opposition to Mr. J. H. Wilson. This was at the time of the Trades' Union Congress, and Mr. Wilson was elected at the head of the Parliamentary Committee at that time. Captain Lawrence represented to Mr. Laws that if they held meetings there, running Mr. Wilson down at those meetings, they would no doubt be able to give him a great showing up and get a great many of the members to secede from the Union. The object of those meetings was to shake the confidence of the men in their general secretary.

#### MR. LAWS WAS VERY PLEASED

to hear that—he seemed to be very pleased to hear it; and he asked Captain Lawrence how much money he required. Captain Lawrence said that he should like to have £50 at that time. Mr. Laws asked him why he did not apply to the shipowners in the North of England for assistance, instead of coming to London. Captain Lawrence replied that he had been supported by Mr. Roche in Sunderland. This was the first

time that I heard or that I actually knew that the International Federation of Stewards, Seamen and Firemen, had been

#### FLOATED BY SHIPOWNERS

or shipowners' representatives. Captain Lawrence stated that Mr. Roche had told him that as the North of England Shipowners' Association were going to federate with the southern districts, it would be better for him to come to London and see Mr. Laws about the matter. Mr. Laws replied that there had been a meeting there that morning of shipowners, and if they had called earlier he would have placed the matter before them. To put it in Captain Lawrence's own words, in representing his Society to Mr. Laws, he said that if they opened Branches in all parts of the United Kingdom, those Branches would be practically under the shipowners' own control. Mr. Laws told him that he could not do as he choose with other people's money, but there were a few private shipowners who liked that sort of thing, and "if they could be persuaded that you will be able to show this man Wilson and his Union up, and get a good account of it in the Press, they will be glad to furnish a sum of

#### MONEY FOR THAT PURPOSE;

how much money did you say you required, Captain Lawrence?" Captain Lawrence replied, "I should like to have £50 now." "Very well, then," replied Mr. Laws, "you may call round again this afternoon, and in the meantime I will see these gentlemen about it, and I will also wire to Mr. Roche concerning the matter." As already pre-arranged, Captain Lawrence went again in the afternoon and Mr. Laws told him that he would give him £25 down then and pay the rest to Mr. Callaghan in Liverpool. He gave Captain Lawrence strict injunctions to have a good report of the meeting published, as these gentlemen wanted to see

#### SOMETHING FOR THEIR MONEY.

Mr. Collings: Mr. Chairman, what is this quoted from—a report from Captain Lawrence or a newspaper?

The Chairman: No, the witness is speaking from his own recollection apparently; (to the witness) Is that not so?

The witness: I was present at that meeting.

Mr. Collings: You heard this?—I heard it myself. After they returned from Liverpool another meeting took place between Mr. Scrutton, Mr. Abbott, Mr. Darby, and myself. The conversation was general concerning this rival Union—the International Federation of Stewards, Seamen and Firemen. After leaving Mr. Scrutton's office, Mr. Laws was again interviewed, and a general conversation then took place about the formation of the Branches of this Union. One of the gentlemen present suggested that it would be better, and was already arranged in the Glasgow districts that they should

#### OPEN LABOUR BUREAUS

or registry offices, and have nothing to do with any Union floated by shipowners, in case it might become as aggressive as the present one. Mr. Laws was evidently of the same opinion. He replied, "Well, gentlemen, we shall have a meeting here next week, and if it is decided to open these offices we shall require each of you to superintend the office in the district to which you belong, or any district which you may choose to remove to; and after you have

been to this meeting in Deptford, I think you had better return to the north; and mind, if possible, that you do not have any stormy meetings or get yourselves into trouble, for these gentlemen will not be prepared to come forward and assist you, as they would not like to be seen in the matter; they are very dissatisfied with the way you carried on in Liverpool, Hornsby having got into trouble, and it will cost them a lot of money to defend him—it would be

#### A GREAT SCANDAL

if this should be made public." With regard to the £25 agreed to be paid by Mr. Laws to Captain Lawrence for these meetings, I know the money was paid, for I myself saw it paid over to Captain Lawrence, and as Captain Lawrence is rather shortsighted he asked me to forward £5 of that for him to Mr. Darby, in Glasgow, to proceed to Liverpool.

The Chairman: This summary of evidence which has been handed in, has it been prepared by you, or has it been put into your hands by some other person—the heads of evidence?—The heads of evidence were made out by myself in the first place.

I ask you, because the answers you give are directly contrary in several cases to what is said here in this paper. I asked you as to the conduct of the Federation to you; you said that you had never been employed by them, and I find you state here that the Federation did not behave well to you personally?—Well, I do not see that the Federation has behaved well to anyone.

#### MR. WM. ALFRED ALLISON

was the next witness.

The Chairman: What Branch of the Union did you join?—The Tower Hill Branch.

How long have you been a member of that Branch?—Since 1889. I am a member now.

Was there any conflict between the Tower Hill Branch and the Executive Council?—Yes.

Will you tell us how that came about?—Through a man named Jerome Hornsby. He came into the Branch and started

#### PREACHING DISSENSION,

and attacked the character of Mr. Wilson very severely, and ultimately it came to Mr. Wilson's knowledge, and Mr. Pleasance, the secretary, received an order from Mr. Wilson, or the executive—I am not sure which—that he would not be allowed to attend meetings pending the sitting of the executive that would inquire into the conduct of the said Hornsby.

What did Hornsby do upon that, when he was forbidden to attend the meetings?—He was spending a lot of money round. He got a few members together that were on shore at that time, and

#### PLIED THEM WITH BEER,

and asked them to attend a special meeting, to see whether he should be admitted. I occupied the chair on that evening, and objected myself to him coming into that meeting until I had the opinion of the members that were there present.

We understand that Hornsby was expelled by the Executive; what step was then taken by the members of the Branch?—Hornsby was expelled, and he simply got a lot of members together and advised them to resist the Executive. I must explain that I was introduced to Hornsby—I believe in the early part of January,



after leaving a vessel in Leith, coming home to London. My introduction to him was by Daniel Defoe, who introduced him as a gentleman with an unlimited amount of cash that could afford to spend

#### A SOVEREIGN A DAY

in the interests of the seamen. On my introduction to him, he handed me a testimonial (it was headed, "The testimonial to J. H. Wilson), which proved to be this libellous pamphlet, the Abbott pamphlet, and told me to read it, and I did read it. I read a part of it aloud to several members at first, but after perusing it a little way I stopped and finished the remainder. I was rather surprised at it. I handed it back to him, and I said, "This is very serious." He said, "It is true; I can prove every word of it—that Wilson is a fraud." After a little discussion on the matter, I said, "Well, if Wilson is all you represent him here, he is not fit to be our general secretary." That was my first introduction to Hornsby.

Will you tell us what communication you had with the shipowners; I see you have stated here that you had some?—Well, unfortunately I have had too much—rather considerably more than I like. My first introduction to the shipowners was through Abbott and Hornsby. Owing to resisting the government of the Union, the organ, *Seafaring*, would not publish the minutes of the Branch at that time, and we were advised by

#### ABBOTT AND HORNSBY

to get them inserted in the *Shipping Gazette*, or another paper called the *Labour Elector*, and I went there for that purpose, me and Mr. Melton, the vice-president, and got them inserted. Then an action came on against an executive member of the name of Fysh. We were advised by

#### MR. JOYCE,

of the *Shipping Gazette*, to get this action on, as by striking at Fysh it would have a tendency to give a blow to the Executive government, he being also treasurer of one of the London Branches, and a prominent Executive member. The prosecution did take place, but we had no money to carry it on. I was sent with a letter from Mr. Joyce to Mr. Williams, at the Dock House, for assistance. Mr. Williams said that it was not a labour question. He advised us to see a gentleman who, no doubt, would be very glad to take the matter up; that gentleman was

#### MR. ROBINSON, OF "FAIRPLAY."

We were sent, me and Mr. Melton, by Mr. Williams' clerk and introduced to Mr. Robinson, and after stating our case he seemed very pleased over the affair. We certainly made some charges against Mr. Wilson, which was advocated by Hornsby. Hornsby had continually preached dissension in public-houses and everywhere else, it did not matter what locality he was in; it was always Wilson, Wilson, and crying and threatening that he would oust him out of his position. Mr. Robinson replied that he should be

#### VERY GLAD TO ASSIST

us. He had just paid £500 for a libel, and that morning he was served with a writ by Mr. Wilson for libelling him in his paper; but he would not mind paying a thousand to have a dig at him. Anyhow, he told us to call again. We did call in the morning,

and it was arranged then; it was to be submitted to the Shipowners' Association, I believe, at their sitting. He gave me to understand that, and it was arranged that the case should not fall through—we could rest assured of that—but he must not be seen in the matter. In fact, this was only a ruse on the part of Wilson to serve him with this writ, and he would never have the pluck to go on; he did not think he would, and it was a ruse just to stop him from publishing any further comments about the Union in his paper. The result was that the agreement was made by Mr. Robinson and Mr. Joyce conjointly to

#### PAY £30

for the prosecution of this said executive member, Mr. Fysh, and I was present. Mr. Harry Halliday Richardson, of 2, Old Broad-street, was the man who was to conduct the prosecution, and the money was to be paid through Messrs. Botterell & Roche. I was present, not in the inner office. I stood outside when £20 deposit, out of the £30 as was agreed, was paid. I could not say whether it was Mr. Roche himself, but it was a gentleman from Botterell & Roche's office, because when we were called in, me and Mr. Melton, he showed us the cheque, and Mr. Richardson gave us

#### £1 2s. 6d. EACH

out of that for the part we had taken in getting evidence together. I can here hand in the original letter, if your lordship likes, from Mr. Harry Halliday Richardson, as he said that they wanted to get at this Wilson particularly. There is one here, and another one that will prove that Botterell and Roche had paid that money.

We may take it generally, I suppose, in this way, that this man Hornsby made various attacks on Wilson; that some of those attacks were libellous; and that some of the shipowners preferred to take his part against Wilson, and assist in his defence; that is it, is it not?—Yes. Mr. Scrutton acquainted me of that.

I think you have told us that you changed your mind as to not obeying the resolutions of the executive in regard to the whole matter of the quarrel with Hornsby?—I changed my mind when I believed that it was no more nor less than

#### A CONSPIRACY,

and I severed my connection with him.

What do you mean by a conspiracy?—I mean that there were certain shipowners who were quite willing, for instance, to assist in anything financially to crush the Seamen's Union, and the best method would be to tackle Wilson—that was the phrase that they used to say. I myself was promised and asked by Mr. Scrutton to try to keep these rebel members, as they called the Tower Hill members, together; he would give us preference of employment. He also said to me—I visited Sunderland, and I told him of my visit—that it would be a good thing if we could get the local Union, namely, Mr. Friend's Union, that was then fighting against Mr. Wilson. He told us to get them to assist us, and form a body amongst ourselves. He also sent me, on the Hornsby trial, to get 500 copies of the result of that case. He

#### READ IT WITH GLEE,

and he said it was a great blow for Mr. Wilson. He did not forget him at Sunderland in 1887, and we should have—he used

the word—we should yet have him in a suit of clothes, as he was a rascal; he was simply robbing the sailors by spending large sums of money in these lawsuits, and only getting a poor result like that. That was the verdict in the Hornsby criminal action for libel. He sent me to get 500 slips from Mr. Joyce, so that he might distribute them broadcast amongst his friends.

### SAILORS' CATECHISM.

Question.—What is your name?

Answer.—Trade Union seaman.

Q.—Who gave you this name?

A.—The Sailors' and Firemen's Union at my joining, wherein I was made a member of the Society and an inheritor of the good results of its work.

Q.—What did your Society then do for you?

A.—They raised my pitiful wages and elevated my social standing, and enabled me to leave my wife and family better provided for in my absence, bettered my victualling, and by legislation removed many of the dangers attending my calling.

Q.—Dost thou not think that thou art bound to believe and to do as they have promised for thee?

A.—Yes, verily, and by God's help so I will; and I heartily thank our Heavenly Father that he hath called me to this state of mind, and I pray that I may continue so to my life's end.

Q.—Rehearse the articles of thy belief?

A.—I believe the Union to be our best friend, which was conceived by J. H. Wilson; born of the genius of man, was persecuted, but not dead or buried, rose again and sitteth at the right hand of justice, from thence it shall come to judge the coffin shipowners and sweaters. I believe in the combination of seamen, the communion of brother-Unionists, and the rights of man.

Q.—What dost thou chiefly learn in these articles of thy belief?

A.—I believe God made me as well as shipowners. Secondly,—in the Union which hath redeemed me and all my kind. Thirdly,—in Samuel Plimsoll and all his kindness to seamen.

Q.—How many commandments are there?

A.—One.

Q.—What is that?

A.—To combine for my own interests.

Q.—What dost thou learn by this commandment?

A.—I learn my duty towards my family, my employer, and my duty towards my Union.

Q.—What is your duty towards your family?

A.—My duty towards my family is to love them with all my heart, to endeavour to better supply them with all their wants, and to work for them all the days of my life.

Q.—What is your duty towards your Union?

A.—To pay my contributions and to advise others to do the same; to take part in all the meetings, and to obey and help the officials in the discharge of their duty, and to learn and labour truly in the cause when the Union shall call upon me to do so.

JOSEPH WILLIAM CHAPPEL.

Southampton.

THE death is announced of Mr. James Horan, of Messrs. Anderson, Horan & Co., shipowners, Sunderland.



## IMPRISONMENT OF FISHERMEN

## IMPORTANT TEST CASE.

At Grimsby Police Court, F. Haines, Arthur Pacholke, Henry Reynolds, and Alfred Smith, fishermen; William Kinner, 1st engineer; and George Orford, 2nd engineer, all of the steam trawler *Asyrian*, belonging to the Great Grimsby Co-operative Box and Fish Carrying Company, Limited, were charged on adjournment with disobeying orders by neglecting to join the vessel to proceed to sea on Saturday, Nov. 14. This was a test case under the Merchant Shipping (Fishing Boats) Act, 1883, and great interest was evinced in it by the fishing community. Mr. Bodkin, barrister, was instructed for the prosecution, and Mr. H. J. Whittle, barrister, appeared for the defence (instructed by Mr. R. W. E. Whitehead, solicitor for the National Seamen's Union). Mr. Whittle desired to repeat that, if any of the magistrates were interested directly in such a manner as being owners of fishing smacks, his clients would then possibly, if the magistrates' decision was against them, move that the trial should be set aside on the ground that some of the magistrates were more or less interested. Mr. Whittle having been assured that, as far as they could see, there was no gentleman upon the Bench interested in the Smackowners' Association, or in that particular Company, Mr. Bodkin opened the case for the prosecution. He quoted the Act to show that the men might be charged under not only one, but several sub-sections, and punished accordingly, the punishments being cumulative. Section 33 stated that if any seaman intended to leave the ship, he was bound to give notice of his intention so to do to the skipper not less than 48 hours before the departure of the boat on its voyage. Mr. Bodkin then proceeded to state the facts of the case, to the following effect:—That, on the 12th November (Thursday), the defendants signed the agreement to sail in the vessel, and worked on board. They were ordered by the skipper to be on board ready to sail between one and two o'clock on Saturday afternoon, and replied, "All right." About 11.30 o'clock on the Saturday morning he told them to go and get their dinner, and return ready to go to sea. They went away, but did not come back. Steam was up, and the vessel waited the whole afternoon, until the tide was lost. A new crew was shipped, and the vessel went to sea on the Monday morning, the delay having caused serious loss to the owners. The men were seen by the prosecutor's storeman, and asked why they did not come back, to which they replied that they all went to the football match and enjoyed it very much. In conclusion, Mr. Bodkin said that, if the defendants had not wished to go, nothing would have been easier than for them to have given the 48 hours' notice, as provided for, and the owners could have got a fresh crew and been saved all this inconvenience and loss.—Evidence was then called for the prosecution, bearing out Mr. Bodkin's statement.—Mr. Whittle said that he had no witness to call. The first point he would raise was with regard to the agreement. Clause 1 of the Fishing Boats Act said that every agreement made in the United Kingdom should be signed by the skipper; Clause 2 stated that the agreement should be read over and explained to each seaman, or the skipper should otherwise ascertain that he understood it before he signed it, and should attest each signature. In this case, the skipper said that he could read and write his name, and he had also told them (the Bench), firstly, that he was not present when the agreement was signed, and, secondly, that he did not attest the names, nor ascertained that the men knew its meaning, or had it read over to them, or understood the same before they signed it. Section 28, the section which his friend had charged the men under, said, "Whenever any seaman has been lawfully engaged," and he submitted that these men had not been lawfully engaged according to the Act of Parliament. His second point was that these men were charged under sub-section 4, and by that sub-section the prosecution must either stand or fall. He submitted that absence without leave did not come within the meaning of sub-section 4, so far as seamen other than apprentices were concerned. After explaining in detail why the law was made more stringent with regard to apprentice boys, Mr. Whittle put it that the clause only applied to seamen disobeying orders on board the vessel, and not on shore. Absence without leave, or neglecting to join the vessel, were offences created by sub-section 2, which also provided a remedy, and the prosecution could not go outside that. Sub-section 4 only applied, so far as seamen were concerned, when they were at sea, or engaged on the vessel. He did not know what was the practice at

Grimsby, but the procedure generally was that when a man did not want to go on board, the ship's husband went to the Superintendent of Mercantile Marine, and he had power to get a policeman, or two policemen, to convey the man on board. Then came the point, when the man was on board he could then be ordered to return to his duty, and if he refused it became disobedience to orders on board ship, and came under sub-section 4. He submitted that these men had committed no offence under that sub-section, and asked the magistrates to dismiss the case.—Mr. Bodkin replied upon the points of law, arguing that the men thoroughly understood the nature of the agreement, and that therefore the terms of the Act had not been complied with. With regard to the second part, he put it that sub-section 4 applied to all cases of disobedience to lawful commands after engagement, quoting the Act in support. Finally, touching upon the authority of the Superintendent of Mercantile Marine, he argued that it was only an auxiliary jurisdiction to that of the magistrates, was of a very limited character, and in no way ousted the jurisdiction of the justices. The magistrates retired, and, returning in about ten minutes, the Mayor said they were of opinion that the men thoroughly understood the agreement before they signed it, and they would be fined 21s. each, including costs. The magistrates' clerk said if the money was not paid a distress warrant would be issued, and in default of distress, the men would have to go for 28 days' hard labour each. Mr. Whittle asked their worship to state a case. The magistrates' clerk said he must make the application in writing, and the magistrates would then consider it. Mr. Whittle said he would do so, and it was arranged that the case, if granted, should be that of the defendant Kinner.

## "A SHABBY DEFENCE."

At the North Shields County Court, Nov. 18, before Judge Seymour, was heard the case of Robson v. Anderson, the plaintiff being Mr. J. M. Robson, a duly qualified medical practitioner in North Shields, and the defendant was Captain Anderson, of the steamer *Gerona*, owned by Messrs. Thompson and Son, of Dundee. Mr. Luke Johnson appeared for the plaintiff, and Mr. D. Jack, of the firm of Botterell, Roche, and Temperley, Newcastle, defended.

Mr. Johnson, in opening the case, said that the claim was for £4 18s. for professional services rendered by the plaintiff to a young seaman named Hobbs, of the *Gerona*. On Oct. 21, 1890, whilst on a voyage from London to the Tyne, Hobbs was ordered by the captain to assist in throwing overboard some whitewash barrels. In attempting to do this his hand was jammed, and the right forefinger taken off. The captain temporarily dressed the injured member, and on the vessel arriving in the Tyne, sent the sufferer to a doctor. He waited upon the plaintiff, who dressed the finger on two successive days. The plaintiff then suggested to the patient that he should get a note from the captain as to payment for treatment. The master wrote a note to the effect that he would pay all expenses in respect of the injured finger. Plaintiff had frequently rendered an account, but defendant had refused to pay.

Mr. Jack: I appear on behalf of the captain, who, I understand, is now on a voyage to Montreal.

Plaintiff was then called, and bore out the opening statement of his solicitor, adding that during 11 weeks he had attended Hobbs between 40 and 50 times.

His Honour asked Mr. Johnson if he had the captain's note in Court.

Mr. Johnson handed the document to his Honour, who, having read it, addressing Mr. Jack with emphasis, said: Have you got an answer to that?

Mr. Jack: Yes; as I am instructed, the captain undertook to pay for one specific act only.

Mr. Johnson: the finger was dressed twice before the captain was asked for a note.

His Honour: All I can say is that it appears to me to be a shabby defence for getting out of a liability. (To Mr. Jack): Is this (handing up the letter) a forgery?

Mr. Jack: No, your Honour, I admit it is not.

His Honour: Then I give judgment against you.

THE abandonment of the sailing-ship *Annot Lyle*, of Liverpool, in the Atlantic on Oct. 8, has formed the subject of a Board of Trade enquiry, which finds she got waterlogged owing to deck cargo breaking loose. But for the deck cargo, the Court held that she would have weathered the gale.

## HOMEWARD BOUND.

The following have been reported homeward bound since our last report:—

Almandine s left Norfolk Nov 23, for Liverpool  
 Alceatis s left Norfolk Nov 23, for Liverpool  
 Australian s left New York Nov 27, for Liverpool  
 Arizona s left New York Nov 28, for Liverpool  
 Avonmore s left Norfolk Nov 25, for Liverpool  
 Avoca s left Rockhampton Nov 27, for London  
 Atlantis s left St. Kitts Nov 23, for London  
 Africa s left Manila Nov 21, for London  
 Africa s left Naples Nov 27, for London  
 Alice M. Claridge clrd at New York Nov 18, for London  
 Antwerp left New York Nov 14, for London  
 Abana s left Suez Nov 22, for Dundee  
 Ardnamohr s left Newport News Nov 23, for Glasgow  
 America left Quebec Nov 21, for Greenock  
 Allegiance left Iquique Nov 27, for Channel  
 Aldborough left Iquique Nov 11, for U K  
 Amaranth left Savannah Nov 25, for U K  
 Albany s left Kurrachee Nov 25, for Hull  
 Bendo s left St. John's, N.F., Nov 25, for Liverpool  
 Bonny s left Sierra Leone Nov 27, for Liverpool  
 Britannic s left New York Nov 25, for Liverpool  
 Bellarena s left Galveston Nov 25, for Liverpool  
 Brandenburg s left Maranham Nov 28, for L'pool  
 Bayley s left Las Palmas Nov 27, for London  
 Bellerophon s left Suez Nov 30, for London  
 Bengal s left Suez Nov 23, for London  
 Bona s left Suez Nov 29, for London  
 Bungaree s left Adelaide Nov 20, for London  
 Beresford s loading at Beshire Nov 25, for London  
 Borrowdale left San Francisco Nov 23, for Queens-town  
 Berwickshire left Tohio Nov 18, for Clyde  
 Belfast left Calcutta Nov 28, for Dundee  
 Buenos Ayrean s left Boston Nov 29, for Glasgow  
 Broadmayne s left Philadelphia Nov 26, for U K  
 Buffalo s left New York Nov 22, for Hull  
 Congo s left Sierra Leone Nov 26, for Liverpool  
 Coanzo s left Sierra Leone Nov 26, for Liverpool  
 City of New York s left New York Nov 25, for Liverpool  
 Capenor s left Norfolk Nov 26, for Liverpool  
 Cephalonia s left Boston Nov 28, for Liverpool  
 Cranford s left Malta Nov 19, for London  
 Clan Buchanan s left Malta Nov 29, for London  
 Cheshire s left Marseilles Nov 29, for London  
 Clan Graham s left Aden Nov 25, for London  
 Clan Macintosh s left Aden Nov 25, for London  
 City of Canterbury left Perim Nov 27, for London  
 Canada s left New York Nov 23, for London  
 Carmarthenshire s left Perim Nov 25, for London  
 City of Belfast s left Newport News Nov 24, for London  
 City of Vienna s left Calcutta Nov 28, for London  
 Clan Matheson s left Calcutta Nov 28, for London  
 Cordova left Pisagua Nov 26, for Falmouth  
 Carradale left San Francisco Nov 26, for Channel  
 Craighton s left New York Nov 30, for U K  
 Castleton s left Newport News Nov 30, for U K  
 Chicklade s left New Orleans Nov 30, for U K  
 Canton s left New Orleans Nov 28, for U K  
 Congo s left Malta Nov 26, for Hull  
 Clie s left Kurrachee Nov 28, for Hull  
 Deramore s left Newport News Nov 23, for L'pool  
 Drummond s left Calcutta Nov 26, for London  
 Deddington s left Sydney Nov 24, for London  
 Etruria s left New York Nov 23, for Liverpool  
 Earl of Aberdeen left San Francisco Nov 30, for Channel  
 Earl Granville left Pisagua Nov 30, for Channel  
 Energie s left New York Nov 26, for U K  
 Ebro s left New York Nov 30, for U K  
 France s left New York Nov 30, for London  
 Furnessia s left New York Nov 29, for Glasgow  
 Fort William s left Norfolk Nov 29, for U K  
 Gulf of Papua s left Bahia Nov 23, for Liverpool  
 Georgian s left Boston Nov 26, for Liverpool  
 Glencarn s left Suez Nov 23, for London  
 Gulf of Bothnia s left Adelaide Nov 16, for London  
 Golconda s left Suez Nov 25, for London  
 Ganges s left Colombo Nov 25, for London  
 Garth Castle s left Cape Town Nov 26, for London  
 Gulf of Martaban s left Sydney Nov 27, for London  
 Glendevon s left Norfolk Nov 26, for U K  
 Glenhafren s left New York Nov 24, for U K  
 Guernsey s left New York Nov 30, for U K  
 Gladestry s left New Orleans Nov 29, for U K  
 Grecian Prince s left New Orleans Nov 30, for U K  
 Galileo s left New York Nov 30, for Hull  
 Heraclides s left Mobile Nov 25, for Liverpool  
 Hampshire s left Hong Kong Nov 26, for London  
 Helen Denny left Auckland Nov 24, for London  
 Hypatia s left New York Nov 27, for London  
 Harbinger s left Charleston Nov 27, for U K  
 Hardanger s left New York Nov 26, for Avonmouth  
 Hiawatha clrd at Newcastle, N.B., Nov 13, for Londonderry



Iran s left Savannah Nov 26, for Liverpool  
 Inventor s left New Orleans Dec 1, for Liverpool  
 Irrawaddy s left Malta Nov 25, for London  
 India s left New York Nov 27, for Glasgow  
 Incharran s left New Orleans Nov 25, for U K  
 India s left New York Nov 27, for U K  
 Indian Prince s left New York Nov 30, for U K  
 Ingram s left Norfolk Nov 29, for Lynn  
 Jamaica left Portland, O, Nov 27, for Queenstown  
 Johanna left Samarang Nov 26, for Channel  
 John Gambles left San Francisco Nov 26, for Hull  
 Kaikoura s left Rio Janeiro Nov 24, for London  
 Katinka left Pisagua Nov 27, for Channel  
 Lake Winnipeg s left Quebec Nov 25, for Liverpool  
 Lydian Monarch s left New York Nov 29, for L'd'n  
 Loch Lomond s left Galie Nov 28, for Dundee  
 Laleham s left New York Nov 22, for U K  
 Lakme left Mobile Nov 25, for U K  
 Linda left Charleston Nov 26, for U K  
 Lisnacrieve s left New Orleans Nov 26, for U K  
 Lady Palmer s left New York Nov 30, for U K  
 Lizzie s left Norfolk Nov 28, for U K  
 Moldavia s left Gibraltar Nov 23, for Liverpool  
 Methley Hall s left Suez Nov 27, for Liverpool  
 Mayumba s left Norfolk Nov 23, for Liverpool  
 Meath s left Buenos Ayres Nov 24, for Liverpool  
 Monarch s left Norfolk Nov 27, for Liverpool  
 Mira s left Port Said Nov 27, for London  
 Manora s left Madras Nov 25, for London  
 Maryland s left Baltimore Nov 29, for London  
 Maristow s left Norfolk Nov 23, for U K  
 Mary Anning s left Charleston Nov 23, for U K  
 MacJuff s left New York Nov 25, for U K  
 Marchioness s left Galveston Nov 26, for U K  
 Manchester s left New York Nov 29, for U K  
 Mary Beats s left Bombay Nov 28, for Hull  
 Moor s left Cape Town Nov 28, for Southampton  
 Netherby Hall s left Marseilles Nov 24, for L'pool  
 Nomadic s left New York Nov 24, for Liverpool  
 Nether Holme s left Exploits, NF, Nov 28, for London  
 Neck left Pisagua Nov 24, for Channel  
 Norrona s left Norfolk Nov 23, for U K  
 Nubian s left Cape Town Nov 24, for Southampton  
 Ottoman s left Boston Nov 24, for Liverpool  
 Oroya s left Perim Nov 25, for London  
 Oanfa s left Hong Kong Nov 26, for London  
 Oceana s left Aden Nov 25, for London  
 Oriana left Port Augusta Nov 27, for London  
 Orellana left Portland, O, Nov 28, for Queenstown  
 Ocean Prince s left Newport News Nov 26, for U K  
 Oswald s left Galveston Nov 27, for U K  
 Osmanli s left Brunswick Nov 28, for U K  
 Plassey s left Colombo Nov 25, for London  
 Pak Ling s left Nagasaki Nov 24, for London  
 Prince Oscar left Iquique Nov 26, for Falmouth  
 Parkfield s left Norfolk Nov 26, for U K  
 P. Caland s left New York Nov 27, for U K  
 Ross-shire s left New Orleans Nov 24, for Liverpool  
 Rossmore s left Baltimore Nov 27, for Liverpool  
 Ravenna s left Colombo Nov 24, for London  
 Rodney left Sydney, NSW, Nov 30, for London  
 Rimfaxe left Savannah Nov 24, for U K  
 Red Sea s left Newport News Nov 28, for U K  
 Robert Dickenson s left Philadelphia Nov 26, for U K  
 Ruby old at Newcastle, NB, Nov 13, for Dundrum  
 St Hubert s left New York Nov 27, for Liverpool  
 Shannon s left Colombo Nov 26, for London  
 Sarpedon s left Singapore Nov 21, for London  
 Star of Victoria s left Wellington Nov 27, for L'd'n  
 Sommerfeld s left Melbourne Nov 24, for London  
 Scottish Dales left Calcutta Nov 30, for Dundee  
 Stag s left Savannah Nov 24, for U K  
 Simla left Tacoma Nov 25, for U K  
 Sleipner s left Baltimore Nov 26, for U K  
 Stella Maria left Savannah Nov 27, for U K  
 State of California s left New York Nov 27, for U K  
 Sorrento s left Baltimore Nov 28, for U K  
 St Andrews s left New York Nov 27, for U K  
 Suez s left Norfolk Nov 28, for U K  
 Sumatra s left Boston Nov 30, for U K  
 Spirit of the Dawn left Iquique Nov 30, for Plym'th  
 Spartan s left Tenerife Nov 27, for Southampton  
 Topaze s left New Orleans Dec 1, for Liverpool  
 Taroba s left Colombo Nov 24, for London  
 Tongariro s left Lyttelton Nov 23, for London  
 Turquoise s left New York Dec 1, for London  
 Tregurno left Galveston Nov 26, for U K  
 Tiverton s left Galveston Nov 27, for U K  
 Tartar s left Madeira Nov 25, for Southampton  
 Trent s left Pernambuco Nov 27, for Southampton  
 Ulunda s left New York Nov 24, for London  
 Urbino s left Baltimore Nov 30, for U K  
 Velleda s left Charleston Nov 26, for Liverpool  
 Werneth Hall s left Suez Nov 27, for Liverpool  
 Wilcannia s left Aden Nov 29, for London  
 Washington City s left Galveston Nov 25, for U K  
 Wastwater s left Charleston Nov 27, for U K  
 Wydale s left New York Nov 27, for U K  
 Wallachia s left Galveston Nov 23, for U K  
 Yoruba s left New Orleans Nov 30, for U K  
 Zephyrus left Las Palmas Nov 25, for Liverpool  
 Zeta s left Galveston Nov 28, for Liverpool

## SEAFARING DISASTERS.

Casualties reported at Lloyd's between midnight, Wednesday, Nov. 18, and midnight, Wednesday, Dec. 2, 1891:—

Addie H. Cann, burnt, crew saved.  
 Chevington, s, sunk, collision.  
 Cwm Donkin, lost, crew saved.  
 D. W. Maclean, wrecked.  
 Daisy, ashore.  
 Emily Ann, wrecked.  
 Eastbourne, s, ashore.  
 Eddlethorpe, s, sunk, collision.  
 Fernside, s, ashore.  
 Fatfield, s, sunk, crew saved.  
 Florence, s, ashore, crew saved.  
 Georgetown, lost, crew part saved.  
 Germania, whaler, ashore.  
 Guyana, missing, crew lost.  
 Hornebury, s, ashore.  
 Hellespont, tug, sunk.  
 Hardwick, s, ashore.  
 John Smith, abandoned.  
 John and Mary, sunk, collision, crew saved.  
 Jura, ashore.  
 James G. Bain, lost by fire, crew saved.  
 John Fildes, ashore, crew saved.  
 Kaisom, foundered, crew saved.  
 Lotus, s, ashore.  
 Lavada, s, ashore.  
 Loong Wha, abandoned, crew saved.  
 Michael Hutchinson, burnt.  
 Mobile Bay, masts gone.  
 Mersey, ashore, crew saved.  
 Mascotte, s, ashore.  
 Providence, ashore.  
 Preston, ashore.  
 Pedestrian, collision.  
 Ryerson, abandoned, crew saved.  
 Royal Minstrel, s, ashore.  
 Statera, s, sunk, collision.  
 Southern Belle, abandoned, crew saved.  
 Samuel Mathers, s, sunk, collision.  
 San Pedro, s, ashore.  
 Surbiton, s, sunk, collision.  
 Strathgry, s, ashore.  
 Tahiti, abandoned.  
 Tuskar, s, ashore, crew saved.  
 Volunteer, lost, crew saved.  
 Waverley, s, ashore.  
 Wapping, s, ashore, crew saved.  
 Waste Not, ashore, crew saved.

THE Royal Mail Co.'s *Clyde*, at Southampton, brought Captain A. C. Harris, the first and second mates, and seven men of the barque *Adie H. Canne*, of Yarmouth, Nova Scotia, which caught fire on Oct. 20. The captain and crew stayed by the ship until she was burnt to the water's edge. They then took to their boats and landed at Castillos, having rowed ten miles. The barque was from Rosario, bound to Rio de Janeiro, with a cargo of hay.

ALLEGED MURDER AT SEA.—Alexander Sutherland Baird, of Peterhead, late chief mate of the barque *Jodine*, of Nova Scotia, was charged on remand at the Penarth Police Court, on Nov. 30, with the murder of David Hales, steward of that vessel. Evidence was called, showing that before Baird shot the deceased the latter had hurled an axe and some bolts at him because he (Baird) had thrown the kettles and other things into the galley. The deceased afterwards took up a carving knife and threatened to do for Baird, who thereupon sent for the captain. As the prisoner was afterwards making a complaint to the captain the deceased struck him a violent blow in the face. The second mate closed with the steward, and while they were struggling together the prisoner shot Hales in the back of the neck. The Bench committed the prisoner for trial.

LIFEBOAT INQUIRY.—Captain Chetwynd, R.N., concluded his inquiry, Nov. 23, at Brighton, on behalf of the Lifeboat Institution, into the conduct of the Brighton lifeboat crew on the 11th inst., when a vessel was wrecked on the shore, with loss of life. The evidence showed that the wreck was first noticed about 1 o'clock. The coxwain of the lifeboat crew was watching the wreck on the beach, and did not learn that the boat had been telephoned for until about 4 o'clock. No horses were available, and when the boat arrived opposite the wreck the coxwain was told that everyone on board the vessel had disappeared. Several nautical men who saw the wreck said it was not their business to communicate with the lifeboat people, and the latter said they never went out until they received a summons from the Coastguard. The Coastguard declared that they had never heard of such a regulation. The Inspector will publish his report to-morrow.

## SHIPS SPOKEN.

Alvena, s. New York for Port-au-Prince, etc., Nov. 15, lat. 25, long 74.  
 Amazon, British ship, Newcastle (NSW), to San Francisco, Sept 10, 56 S, 21 W.  
 Amaryllis, British steamer, Savannah to Genoa, Nov. 19, 37 N, 47 W.  
 Ben Cruachan, British ship, Leith to Rio Janeiro, all well, Nov. 3, lat. 36, long. 16.  
 County of Caithness, Sept. 23, 13 N, 29 W.  
 Cameroon, s, steering SW, Nov. 27, 48 N, 9 W.  
 Charlotte, Oct. 17, 19 S, 37 W.  
 Drumalis, four-masted barque, of Liverpool, all well, Nov. 23, 49 N, 5W.  
 Drumalis, of Liverpool, Nov. 29, 50 N, 7 W.  
 Harold, Sept. 28, 8 N, 24 W.  
 Helensburgh, of Glasgow, Havre to Conception, all well, Oct. 25, 6 N, 23 W.  
 Holkar, four-masted ship, of Liverpool, Calcutta to London, all well, Oct. 27, 3 S, 87 E.  
 Inglewood, barque, steering west, Oct. 31, 56 S, 68 W.  
 Kappa, Nov. 26, 45 N, 10 W.  
 Kingsdale, s, of Newcastle, Nov. 23, bound north, entering Pentland Firth.  
 Loch Cree, Sept. 25, 11 N, 27 W.  
 Liberia, New York to Monrovia, etc., Nov. 12, lat. 35, long. 42.  
 May, British brig, Alicante to St. John's (N.F.) Nov. 8, lat. 38, long 33.  
 Neotsfield, Sept. 23, 8 N, 24 W.  
 Neno, brigantine, steering south, Nov. 13, 16 N, 36 W.  
 Orealla, Sept. 27, 9 N, 23 W.  
 Onaida, ship, steering south, Oct. 20, 2 S, 25 W.  
 Ophir, schooner, steering east, 38 N, 15 W.  
 Otaki, Nov. 30, 49 N, 7 W.  
 Pleione, Oct. 31, 6 N, 26 W.  
 Patterdale, ship, of Liverpool, steering south, Nov. 11, 8 N, 27 W.  
 Phasis, Sept. 22, 14 N, 23 W.  
 Sierra Lucena, Liverpool to San Francisco, Sept. 9, 16 N, 27 W.  
 Soot, s, Southampton to Cape Town, Nov. 29, 46 N, 9 W.  
 Tyrian, s, New York to Morant Bay, Nov. 14, lat. 23, long. 74.  
 Troop, of Liverpool, bound south, Nov. 16, 6 N, 26 W.  
 Woodlark, barque, bound north, Nov. 27, off Robin Hood's Bay.  
 Zarate, s, steering south, Nov. 24, 36 N, 13 W.  
 Zeno, brigantine, steering south, Nov. 13, 16 N, 26 W.  
 Zephyr, schooner, bound east, Nov. 22, 50 N, 27 W.

THE Victoria Steamboat Association, Limited, has just contracted with the Fairfield Shipbuilding and Engineering Company, Limited, for the building of a fast shallow-draft paddle steamer for their Thames passenger service.

HARRY JESSOP, of South Shields, 24 years of age, who was third engineer on board the *Stelvio*, of South Shields, has been killed at sea. It appears that the deceased, whilst engaged in oiling the engines, fell amongst the machinery, and received such severe injuries as to cause his death. The body was interred at Savannah.

YELLOW FEVER ON A VESSEL.—*Petrarch*, s., of London, Baines, from Santos, put into Plymouth. She left Santos on Oct. 21, the crew numbering 25. Immediately after sailing, yellow fever broke out, and all the hands, with the exception of two, and six deaths occurred. On Oct. 28 died O. Suensen, seaman; on Nov. 1, A. Staunton, the chief engineer; on the 5th, A. Ahlund, fireman, and O. Andrews, seaman; on the 14th, H. Prior, second engineer; and on the 15th, R. E. Ostler, the chief mate.

SEQUEL TO A THAMES COLLISION.—The case of "Kemp v. Burnett" came before the City of London Court, in which the plaintiff, Mr. W. B. Kemp, had instituted proceedings against the defendant, Mr. J. W. Burnett, of Tynemouth, to recover £300 damages for a collision which occurred in the Thames to a barge, and which was alleged to have been brought about by the negligence of the men on board the steamer *Angelus*. The defendant denied the negligence, and brought a cross-action against the plaintiff. It was asserted that the plaintiff's barge was improperly lighted, but this was denied. Both actions had been dismissed, and Judge Kerr was now asked to decide a question of principle for future guidance as to the costs of the proceedings. The learned judge said that the plaintiff would have his costs on the claim, and the defendant his on the cross-action.



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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

**AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.

**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meet., in office—contributions, 7 p.m.; business, 8 p.m., Monday.

**AMBLE.**—G. H. Guthrie, 1, New Bridge-street, vis Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.

**AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, sec.

**ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.

**ARDROSSAN.**—J. McMurray, Jun., 59, Glasgow-street.

**ARKLOW.**—P. Bolger, Main-street.

**AYR.**—C. Nielson, 63, S. Harbour-street.

**BANFF.**—R. Barlow, Fife-street, agent.

**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-rd. Meet., Monday, 7 p.m.

**BARRY DOCK.**—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadoston; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meet., Thursday, 7.30 p.m., at Barry Hotel.

**BELFAST.**—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meet., Thursday, 7.30 p.m., at office.

**BERGEN.**—Johannesen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.

**BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.

**BLYTE.**—George Cowie, 8, Stanley-st., sec.

**BONESS.**—Charles Campbell, Albert-buildings, sec.

Meeting, Monday, 7 p.m.

**BOSTON.**—Mr. Symonds, Castle Tavern, Church-street, agent.

**BREMENHAVEN.**—F. Fintchens, Burgermeister Sinit Strasse, secretary.

**BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; O. Jarman, delegate. Meet., Monday, 7.30, at Ship, Redcliff Hill.

**BUCKIE.**—John Calder, Baron's-lane, agent.

**BURGHHEAD.**—G. F. MacKenzie, merchant.

**BURNTISLAND.**—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

**CARDIFF.**—John Gardner, district secretary for Bristol Channel, West Bute-street; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

**CONSTANTINOPLE.**—T. McKivitt, British Post Office.

**COPENHAGEN.**—C. R. Czarnewsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m.

**CORK.**—T. H. Clark, 15, Anderson's Quay, sec. Meetings, Monday and Friday, 6.30 p.m. A. Blake, Esq., Marlborough-st., solicitor.

**CHRISTIANIA.**—Olaf Olsen, branch sec., 2, Raahus-gaden. Meeting, Wednesday, 8 p.m.

**DROGHEDA.**—R. Nugent, 15, Peter-street, agent.

Meeting, Friday, 7.30 p.m.

**DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

**DUNDALK.**—L. Eevers, Quay-street, secretary.

Meeting, Tuesday and Thursday.

**FRASERBURGH.**—A. Noble, 27, Firthside-st., agent.

**GARSTON (Sub-Branch).**—W. Wilkinson, agent, 8, St. Mary's-road.

**GLASGOW.**—Robt. McBride, secretary, 15, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston. Telephone 3184.

**GLASGOW (South Office).**—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.

**GLOUCESTER.**—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.

**GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

**GOTHENBURG.**—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.

**GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

**GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GRAYE.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

**GREAT GRIMSBY.**—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.

**GREENOCK.**—G. McNaught, 16, East India Breast.

**HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

**HULL.**—T. Carr, Unity Hall, and Office, 11, Postern-gate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall.

**HULL "B" (Steam Trawl Engineers' Branch).** J. G. Rannacles, 65, West Dock-avenue. Meeting, Monday and Thursday, 2 p.m.

**INVERNESS.**—T. D. Rennie, 9, Ardconnell-terrace.

**KING'S LYNN.**—C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.

**LEITH.**—James Brown, 15, Commercial-street (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Tuesday, 7.30 p.m., in Lifeboat Hall, Tolbooth Wynd, Leith. Telephone 555.

**LERWICK.**—W. Spence, 23, Burgh-road.

**LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.

**LIVERPOOL.**—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.

**LIVERPOOL.**—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.

**LONDON (Rotherhithe and Deptford Branch).**—J. Garvie, 31, Albion-street, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chioester Tavern.

**LONDON (Tower Hill).**—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.

**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5213.

**LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

**LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Molr, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

**LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

**LONDONDERBY.**—A. O'Hea, secretary, Union Office, 98, Foyle-st. Meeting, Wednesday, 7.30 p.m.

**MALMO.**—Axel Danielson, Nörregation No. 3b.

**MALTA.**—F. W. Young, 35, Strada Miratore, Vittoriosa.

**MARYPORT.**—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

**METHIL.**—Wm. Walker, Commercial-street.

**MIDDLEBROO.**—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.

**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

**NAIRN.**—A. M. Bochel, 14, Society-street.

**NEWCASTLE-ON-TYNE.**—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.

**NEWRY.**—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.

**PENARTH.**—G. Tucker, 32, Dock-road.

**PETERHEAD.**—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of month. Harbour office, 16, Harbour-street. Secretary there Tuesday, Thursday, and Saturday, 2 to 4 p.m., other times at Town Office.

**PLYMOUTH.**—F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.

**PORT GLASGOW.**—G. McNaught, 16, East India Breast, sec.

**PORTSOY.**—J. Barlow, c/o Mr. Bannyman, School, Hendry-street, agent.

**PORTSMOUTH.**—John Farquharson, secretary, 52, King-street, Portsea.

**ROTTERDAM.**—A. Rutherford, sec., 2, Wester Kade, near Sailors' Home and Shipping Office.

**SHAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

**SHIELDS (North).**—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

**STOCKTON-ON-TES.**—E. Page, 10, Thistle Green, sec. Meetings, Monday and Friday, at 7.30 p.m., in Palatine Hotel.

**STORNOWAY.**—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

**SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns Holy-terrace, medical officers; J. J. Bentham Esq., 68, John-street, solicitor. Telephone, 443.

**SWANSEA.**—S. Stocker, Colosseum Hotel, Wind-st.

**WALSLEY.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

**WATERFORD.**—J. Sullivan, 84, Quay.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

**WEXFORD.**—P. O. Dwyer, Main-street.

**WICK AND THURSO.**—Henry Lyall, Saltown-street.

**WICKLOW.**—Thomas Gregory, Main-street.

**WHITBY.**—Paul Stamp, agent, Fleece Inn.

**WHITSTABLE.**—Harbour-street, secretary; J. Tookay, Faversham, agent.

**WHITEHAVEN.**—F. F. Gant, Maryport.

**WORKINGTON.**—F. F. Gant, Maryport.

**YOUGHAL.**—J. Collins, Browne-street.



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**SAILORS' AND FIREMEN'S UNION  
NOTICES.****NOTICE TO MEMBERS.**

Any members who may be passing Malta or Constantinople, and having any complaints to make as to ill-treatment, bad provisions, or unseaworthy ships, are requested to communicate with the Union representatives at these ports, viz., Mr. Thomas McKevitt, British Post Office, Constantinople, or Mr. F. W. Young, 35, Strada Miratore Vittoriosa, Malta. Members are also requested to carry their Union cards, or a letter from their Branch Secretaries.—By order, J. H. WILSON, General Secretary.

**BRANCH NOTICES**

Which are intended for insertion in SEAFARING must be paid for at the rate of 2s. 6d. each, the money (payable to A. Cowie) to accompany the advertisements. When such advertisements are not accompanied by that remittance, they will be charged to the Branch sending them at the rate of 5s. each per week.

*(For continuation of Notices see page 15.)***DUNDEE BRANCH.****THIRD ANNUAL FESTIVAL AND ASSEMBLY**

Will be held in THISTLE HALL, on FRIDAY,  
8TH JANUARY, 1892.

**EX-BAILIE LOW WILL PRESIDE.****UNFURLING OF NEW BANNER.**

BY CAPTAIN WOOD.

Songs and Recitations will be given by a large company of Ladies and Gentlemen.

Highland and Characteristic Dances will be given by pupils of Messrs. McLeod & Grant.

DOORS OPEN AT 7 P.M. CHAIR TAKEN AT 7.30 P.M.

Tickets for Festival: Adults, 1s.; Juveniles, 6d.

Tickets for Assembly, 1s. 6d., to admit one gentleman and two ladies.

HEAVE AWAY AT 11 P.M.

Tickets to be had at Office, 48, Candle-lane.

**ASSOCIATED  
SHIPWRIGHTS' SOCIETY.****NOTICE TO MEMBERS.**

Members of the above Society are recommended to buy and read SEAFARING. Members are requested to give their orders to the representative appointed by their Branch as agent, and the agent must forward the number they require not later than Tuesday in each week, to our Registered Office, 3, St. Nicholas Buildings, Newcastle-on-Tyne.

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**TO SEAMEN'S FRIENDS.**

Letters for men in vessels expected to call at Malta can be addressed to the care of Mr. F. W. Young, Secretary Sailors' and Firemen's Union, 35, Strada Mizatore Vittoriosa, Malta, who will deliver them aboard if the name of the ship be stated on the address.

**Seafaring.****SATURDAY, DECEMBER 5, 1891.****AN EXCEPTIONAL SHIP-  
OWNER.**

As the seamen and their representatives have been lately charged with having nothing but abuse for shipowners, it is well to be able to say again, as we have more than once said before, that Mr. C. H. Wilson, M.P. for Hull, is among the best of the capitalists. He is a conspicuously good shipowner, who feeds, pays, and treats his men fairly, with the natural result that, having ability and opportunity, he has

amassed colossal wealth, and his is the largest private firm of shipowners in the world, while the tyrant coffin-ship owners are frequently poor, and likely to become poorer, as the cause of justice advances. Mr. Wilson is something more than a wealthy, successful, and considerate shipowner. To all this he adds the inestimable quality of manliness, which, in this age of emasculated humbugs, who can neither be called men nor old women, counts for much. Instead of demeaning himself to enter into conspiracies with perjurers, prostitutes, crimps, cranks, or coffin-ship owners to crush working men, and then comporting himself as if he were more than mere flesh and blood, he faces the working men and their representatives and boldly argues the disputes out with them face to face, with the result that it is generally settled without loss of prestige or cash to either side, and this is another secret of his wealth. He has just been making an important speech at the Hull Chamber of Commerce, in which he said:—

He did not think that the prospect for the coming year was satisfactory, and he thought it was a matter which wanted making known to the working classes, who were especially interested in the prosperity of the trade of the country. In regard to steam trawling, he had seen exaggerated accounts of the profits made, which had, he believed, forced a bit of money into it. As chairman of one company, he could say that it had worked six months for nothing. In the shipping trade they were continually receiving big demands even now for increased wages, but when Mr. Tillett and the others came to see him he was obliged to tell them that his firm must really put their foot down, and say that they could not afford to pay any more. Recently he had had before him applications for an advance of 4d., 5d., or 6d. a day, which in itself did not seem much, but would, if applied all round, cost his firm £7,000 or £8,000 a year. They ought not as employers to do anything to work against the combination of the men. On the contrary, he thought it their duty to assist and guide and instruct the men, so as to prevent them acting in such a way as would be not only injurious to the trade and the country, but ultimately react injuriously on themselves personally. In conclusion, Mr. Wilson said he had consented to be present at a meeting of dockers, at which Mr. Tillett would be present. He thought, as a large employer of labour, that it was his duty to put matters before the men plainly, and tone down in some measure the speeches of the men's deputies, which they sometimes had to regret.

This speech is open to the retort that the payment of £7,000 or £8,000 a year in extra wages can mean no real sacrifice to a capitalist who can afford to spend £1,000 on flowers alone to grace a single meal, and that it is better to spend money in raising the wages of working men, and so diffusing comfort among thousands of homes, than on entertaining the rich. But for a shipowner Mr. Wilson's speech is very fair. However you may object to the capitalist system, while it lasts you have to reckon with the capitalist, and when you find one so reasonable, it is well to be moderate. Labour, more especially the seafaring section of it, has been so long trampled upon, that once it has got on its feet, there is a strong temptation to assume the offensive and to attack Capital rather than to defend itself, irrespective of the question whether Labour can win. This, though a natural mistake, is still a grave mistake, and one to be avoided, particularly in dealing with a man like Mr. Wilson; and we trust that in any demands that may be made on him, the men will not forget how many very much worse firms there are, and that it is always a mistake to kill the goose that lays the golden egg, which may be done by asking too much.

## ASSOCIATED SHIPWRIGHTS' SOCIETY.

Several members of the Associated Shipwrights' Society write expressing their gratification that arrangements have been made with SEAFARING to print matter of interest to the shipwrights, and to let the members in the different ports know what is being done in other ports.

This is very satisfactory, and we have to offer our thanks for the high opinion of SEAFARING which these correspondents express, but we should much prefer scraps of news as to what the shipwrights are doing.

The secretary of the Chatham Branch writes:—"I am very pleased to inform you that our members are highly pleased with SEAFARING, and we also agree with your remarks with reference to co-operating with the editor in order to make SEAFARING as useful to us as it has been to the Sailors' and Firemen's Union. If this is done, the paper will be a great boon to our trade generally. The dockyard Branches passed a resolution that we should press on all yards the need there is of a more systematic and sustained agitation of our grievances in the country. Surely, in the face of that, our dockyard members are not going to remain silent now that they have such a splendid opportunity of giving vent to their feelings. I hope they may be up and doing." And so do we.

A correspondent sends us the following:

At the present time, when the cost of building and fitting ships at the Royal Dockyards is being compared with the prices paid for similar work done by contract at private yards, it will perhaps enable an outsider to form some opinion as to how the money goes, if I give an illustration of one of the items of expenditure in a Royal Dockyard not a hundred miles from London. In one of the departments at that establishment there are sixteen writers and (until recently) three clerks employed, the latter having charge of and supervising the work of the former. Recently there has been an addition to the supervising staff, which now consists of four clerks. The salaries are as follow:—

Total per year to the sixteen writers ..... £1,600  
Total to the four clerks ..... 1,550

Thus the cost of supervising is about equal to the work done. This amount for supervising does not include the salary of the head of the department. Now, sir, dockyard administration is supposed to have been much reformed during the past year or two, but what can be said of such a state of things as this. Fancy a private firm being conducted on the same lines? How long would the shareholders allow it? Surely the salaries or number of the supervisors could be reduced by at least one-half without any loss to the State, and the removal of such anomalies would place Royal dockyards in a better position to turn out work as economically as private shipbuilders.

How long is the nation to allow this sort of thing? That is a question for working men to consider at Parliamentary elections.

As long as working men send to Parliament men who wink at such mismanagement, and who belong to the class of people interested in maintaining all manner of injustice and abuses, injustice and abuses will continue.

The working men are more numerous than the people who live upon them, and if working men will but combine to obtain justice, it is obtainable. That toilers should be taxed to pamper a horde of loafers in ease, is too bad, especially as the loafers only hate and despise the toilers for their pains.

Dockyard workmen will be interested to hear that, in communicating with the Conservative party with reference to his approaching retirement, Sir John Gorst has adverted to the classification scheme, stating that he hopes the efforts he and other members of Parliament have put forth will shortly lead to the Admiralty abolishing classification.

This is a matter of special interest to the dockyard employees, as this scheme is strongly condemned by a considerable majority of the workmen, and when the recent rise of wages was granted it was not received with general favour by reason of the fact that classification was associated with it.

Pressure should be put on M.P.'s to set this matter right. The shipwrights should get the various Trades Councils throughout the country to assist, and much might be done.

It is announced that the strike among the British workmen at the Nervion shipbuilding yards, near Bilbao, has come to an end, but as the news comes from a capitalist paper it should, like all news in such papers as to strikes, be received with caution.

It is reported that the Russian oil refiners have under way the construction of four tank steamships for 4,500 tons, to be employed in the East Asia trade. The United States Standard Company has also two steamships building of about the same capacity for the same trade. The idea is to ship the oil in bulk to East Asia, where labour is very cheap, and can there, instead of canning in America or Russia.

It's an ill wind that blows nobody good. It is proposed to make a new rule permitting the passage of petroleum in bulk through the Suez Canal. Should it pass it would exclude from the carriage of petroleum all vessels built before 1889, which would be hard on the shipowners, but good for the shipbuilding trade.

But the interests involved are too powerful for such a rule to pass without at least a storm of opposition, and the Canal Company is hesitating about passing the rule, which is said to be regarded as a remarkably bold attempt on the part of a group of financiers and merchants to obtain a monopoly of the Russian oil trade against the Russian refiners.

The Barrow Company have just delivered three new steamers to the West India and Pacific Company.

Messrs. Westray, Copeland & Co., of Barrow, have secured the order from the Clan Line to quadruple the engines of the steamers *Clan Munroe* and *Clan Murray*, and to fit them with boilers and to improve their passenger accommodation.

Orders are now held in Barrow for the re-engining of no less than six of the Clan Line of steamships, and it is expected that other orders from the same Company will be secured when those now in hand have been completed.

The Naval Construction and Armaments Company, who are already employed in building thirteen steamers and one sailing ship, of various tonnage and power, have secured another order from the West Indian and Pacific Steamship Company to build another vessel of about 4,000 tons, which will be driven by engines specially designed by Mr. Blechyn-den, engineer of the Barrow Company, to work at the extraordinary pressure of 200 lbs. to the square inch.

A Glasgow correspondent says:—

At Port Glasgow a change in the proprietorship of an important yard takes place on Dec. 1. Mr. Anderson Rodger, lately of Messrs. Russell & Co., and Mr. James H. Hutcheson, formerly manager with Messrs. M'Millan & Co., Dumbarton, have leased the Bray-street yard and graving dock. The "Dock Shipbuilding Yard"—the name by which the new venture is to be known—will take over the contracts on hand, which, with new work, including a sailing ship for Mr. C. Hogarth, Glasgow, is believed to be sufficient to keep the yard fully employed for some months.

From Scotch shipbuilding yards there were launched during the month of November 34 vessels, of 44,231 tons, of which 20, aggregating 22,157 tons, were steamers, and 14, measuring 22,074 tons, sailing vessels. To the total the Clyde contributed 19 steamers of 19,657 tons, and 11 sailing ships of 15,774 tons; the Forth two sailing ships of 3,500 tons; and the Tay a steamer of 2,500 tons and a sailing vessel of 2,800 tons. The following table shows how the 11 months' total stands compared with last year:—

	1890.	1891.
Clyde ... .. Tons	306,384	278,600
Forth ... .. "	34,032	28,680
Tay ... .. "	21,383	18,953
Dee ... .. "	8,828	6,179
	369,626	332,412

To the total of 30 vessels, aggregating 35,431 tons, launched by Clyde builders, Govan, Partick, and Whiteinch contributed 22,719 tons; Renfrew, Yoker, and Paisley, 6,110; Bowling and Dumbarton, 1,771; Greenock and Port Glasgow 6,820; Fairlie, 21; and Troon, 1,000.

From Glasgow it is reported that in shipbuilding the production for last month (Nov.) has been the heaviest for any month this year, except one, and half of it is sailing vessels.

An order has been secured by Messrs. J. L. Thompson & Sons, Sunderland, for a large passenger vessel, a sister boat to the one now building at Dumbarton, to be delivered in August. Messrs. Robert Stephenson & Co., Limited, have booked an order for a large steamer for a Newcastle firm of shipowners. Messrs. Edwards Shipbuilding Company, of Howdon-on-Tyne, have, it is reported, obtained a contract for a new steamer for Messrs. G. R. Sanderson & Co., of Hull. Messrs. G. J. Soley & Co., of Liverpool, have contracted for a steel sailing ship.



## SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

### LONDON DISTRICT.

Messrs. Wheeler and Kaylor have reported good work on the river with the steam launch.

The Tower Hill Branch returns for last week are most encouraging. Last week's income has beaten any previous record of this year.

At the usual weekly meeting of Tower Hill Branch four new members were admitted, and after the usual business of the Branch was transacted, the meeting adjourned.

Shipping has not been over brisk this week, which can be accounted for by the heavy fogs prevailing on the Thames. The regular liners, however, have found employment for a large number of Union hands.

The No. 3 Branch of the United Boiler Scalers and Stokehole Labourers unfurled their new banner at the Albert Music Hall on Friday evening, Nov. 27. There were present representatives of every federated trade and the officials and members of the London Branches of the Seamen's Union were well represented. Mr. J. H. Wilson and Mr. Will Thorne (Gas Workers) unfurled the banner. He congratulated the Boiler Scalers and Stokehole Labourers on the success of their benefit, and the very appropriate design of their banner.

The Green's Home Branch have issued invitations to the federated trades for a free concert to be held at the Trinity Hall, Augusta-street, Poplar, on Wednesday, Dec. 16, at 8 p.m. Mr. J. H. Wilson will take the chair, and all members and their lady friends are invited.

Good work has been done by early morning meetings last week. Messrs. Mahoney (Coal Porters), Fenwick (Boiler Scalers), Mercer (Seamen), and McCarthy (Dockers) held examination meetings at the East and West India Docks.

The secretary of the Green's Home Branch has received from the crew of the s.s. *Pembroke Castle* the sum of £6 8s., being their donation towards the Plimsoll Testimonial Fund, divided as follows:—Firemen, £3 2s.; sailors, £2 17s.; other friends on board, 9s.

At the usual weekly meeting of Green's Home Branch, the weekly account was passed. The death claim (£4) due Mrs. Burley was ordered to be paid. New members duly installed, Messrs. Byrne and Dorman, and minutes were confirmed. It was decided that the committee visit Mr. Tutill's establishment to give instructions regarding the new banner. The delegates of the s.s. *Drimmond Castle* handed in the Union cards of the crew of that ship, which signed that day. Their names were read over. Five only of the ship company were found to be in arrears (three of whom have since paid up, and before the ship leaves the other two have promised to call). It was resolved to pay the crew of the *Wapping* their shipwreck allowance of £2 each. The delegates were instructed to visit weekly certain yards for the purpose of receiving contributions and for the convenience of members. Mr. J. Westoby said that there was a class of men who fell into arrears in one Branch, and to avoid paying up joined other Branches. He would like to see a stop put to this. In order that the members might see who joined, Mr. Whitehead moved, and Mr. Hill seconded. That every new member before being enrolled must first present himself before the Branch meeting, carried. A vote of thanks was recorded for the donation from the crew of the s.s. *Pembroke Castle* towards the Plimsoll Testimonial Fund. Mr. Westoby would like to know if this levy was to be an all-round thing. There was a certain section of members who never paid levies, and he was of opinion, seeing that other members were paying up freely, that those who were hanging back with their levy should have it deducted from the first contributions they pay. Resolved, that it be a recommendation to head office to have different coloured cards for each quarter, or at least a different coloured card for next year. Mr. Fowler, of Tidal Basin, attended with reference to something said regarding him at last meeting. Mr. Fowler having stated the facts of the case, which were endorsed by Messrs. Ward and Brown, his explanation was considered satisfactory. The secretary regretted that in the heat of natural irritation at last meeting words had been used which now, in our calmer moments, we all deeply regretted. Nomination for officers were next taken, and will be kept open until the 15th inst., and the elections on the two last meetings of the month.

Members of non-local Branches employed at the Albert Docks are reminded that there has been opened, for their convenience, a sub-office at Woolwich, in connection with the Tidal Basin Branch, where contributions can be paid, and they can receive all information on Union business. Members can also obtain SEAFARING there.

The United Labour Council, which has now been merged into the Federation of Trades and Labour Unions, held their final meeting at the Wade's Arms last Wednesday evening. Mr. A. Mercer, vice-president, in the chair, and there were present a full representation of the trades. After the formal winding up of the council, the cash balance was handed over to Mr. Mercer as treasurer of the Federated Trades, the meeting resolved itself into a social gathering, and labour in all its interests was fully toasted. The chairman, on behalf of the council, presented Mr. R. C. Browne with an illuminated address in recognition of his services as Treasurer since the formation of the council.

The following members of the Deptford Branch are paying the Plimsoll levy:—F. Penning, T. Cross, C. Delemain, T. Freeman, P. McGuire, — McNally, G. Brown, J. Howes, J. Smithson, T. Terry, T. Croucher, G. Braben.

### MERSEY DISTRICT.

At the usual weekly meeting of Birkenhead Branch, Nov. 30, Mr. H. Stading presiding, minutes, correspondence, and financial statement having been adopted, new members were accepted. The case of Thomas Leary, who met with an accident on board the s.s. *Inchborea*, came on for consideration. Leary, who was present, at some length explained the surrounding circumstances of the accident, and after various remarks from several members, it was decided that Mr. Nicholson interview Mr. Tetlow, solicitor, respecting the case. Several other items having been considered, a lengthy debate took place in reference to the non-arrival of the new rules, and after various members had expressed themselves thereon, Mr. Nicholson, district secretary, addressed the meeting at some length. The meeting adjourned at 9.45, after recording a hearty vote of thanks to the chairman.

At the weekly meeting of the Liverpool No. 1 Branch, held on Monday, 30th ult., there was only a small attendance of members, owing to the public meetings to promote federation of the shipping industries being held the same evening. Eleven new members were enrolled for the week. Correspondence was read, and the balance-sheet for the week was passed as satisfactory. The principal business transacted was the resolution instructing the secretary to remit a cheque for £320 18s. 11d. to head office, the new rules having come to hand. A discussion on the enforcement of the fine for non-attendance at the meetings arose, after which the meeting adjourned at an early hour, to enable those who wished to attend the meeting in the Rotunda Hall to do so.

### GLASGOW BRANCH.

At the monthly meeting, in Craigiehall-street, South Side, Dec. 1, after passing minutes and weekly balance-sheet, correspondence was read in reference to a letter from Mr. R. A. Rennie, law agent, anent two members alleged to have been charged an exorbitant percentage for money received whilst on board the s.s. *Cora Lina*, at Bilbao. Bro. Rogers moved, seconded by Bro. Bryson, that we make a test case of this, as this had become very prevalent. Bro. McNamara moved an amendment that the sum being so small, we approach the owners first. This was coupled with the motion, and the motion carried. The case of Bro. McKellar was discussed, and it was decided that the lawyer proceed with the case. After discussion on the rigger question, it was resolved that we meet a deputation of the riggers, through the Labour Council, Govan, to come to some amicable arrangements. Some other matters being disposed, nominations of office bearers for ensuing six months was proceeded with. Bro. Brown moved that the present secretary retains his position, seconded by Bro. Riley; Bro. Bryson moved, seconded by Bro. Brown, that the assistant secretary be also retained; Bro. Brown moved that Bro. Hillon be retained as outside delegate, seconded by Bro. Fyfe; Bro. Fyfe moved that Bro. Hill be retained as outside delegate, seconded by Bro. Larsen; Bro. Bryson moved, seconded by Bro. Rogers, that Bro. Baird be also retained as outside delegate; Bro. Bryson again moved that Bro. Rogers be nominated as outside delegate, seconded by Bro. Innes; Bro. Galloway moved that Bro. McNamara be nominated as outside delegate, seconded by Bro. Kenny; Bro. Bryson then moved, seconded by Bro. Innes, that nominations on South Side close; carried. A finance committee was formed to look after our annual festival, the fol-

lowing committee being unanimously elected:—Bros. Wright, Bryson, and Pearson.

The following members have been presented during the week with silver medals in recognition of their services to the Union:—William Smith, George Ford, and James Semple.

Members who have paid the Plimsoll levy in full, week ending Nov. 28th:—J. Campbell, Hugh Coleridge, William Wallace, Robert Masson, Michael Tarbert, P. Duff, A. McKellar, James Kerr, James Adams, E. Rosebloom, John McInness, W. Dunderdale, Bernard Strand, J. Semple, Nils Larsen, William Olsen, John Fyfe, A. Campbell, Alexander Chisholm, M. Kennedy, Thomas Toy, D. McDonald, Farquhar McKenzie, Archibald Turner, Edward Annan, Colin Sinclair, Samuel Clark, Samuel Moderate, William Thompson, John Callitor, Alexander Gilchrist, William Gibb. Omitted to be sent last week:—W. H. Kerr, D. McPhee, William Murray, Charles Docherty, John Fraser, David Coulter.

### CARDIFF BRANCH.

At the usual Branch meeting, held on Monday, at the Union Home, Custom House-street, Mr. John Gardner occupying the chair, minutes and financial statement were read and adopted, also correspondence from head office, after which a brief address was given by the chairman, who, in the course of his remarks, referred to his having to leave for a few days and go to the South of Ireland, but he knew that he should be taking the sympathy and support of the Cardiff Branch to carry on the work which had to be done. Several questions which had been laid over from the previous meeting nights, to be answered by Mr. Gardner, were then put, and explanations given which were satisfactory. After other discussions of minor importance, the meeting closed.

### HULL BRANCH.

At the usual meeting the committee's recommendation for the abolition of one meeting night per week was lost by an overwhelming majority. On Monday night the committee met, and resolved that on and after Monday next, and every following Monday, members of the shore gang would be required to show their cards to the outside delegate. It was also decided that the nominations for the different Branch officials should be opened on Tuesday, Dec. 2, and kept open for the next three meetings, the last five meeting nights for the voting. The following were nominated at Tuesday night's meeting—W. Rushton, president; R. Steele and E. Jahnke, vice-presidents; S. Begg, treasurer; T. Carr, secretary; W. Brown, A. Clarke, and J. Husey, outside delegates. Members who have paid "Plimsoll Levy" in full—J. Hussey, C. Davies, T. Birch, S. Begg, M. Lapin, H. Uhanon, P. McKeever, C. H. Olson, T. Ward, A. Clarke, G. Hodgson, C. Vaughan, C. King, G. Adams, T. Carr, J. Sorrenson, H. Douglas, F. C. Grimsby, A. F. Dyers, E. Block, W. Copeland, S. Johnson, J. Krintworth, R. J. Brown, J. W. Bauer, E. E. Nurminen, G. Wilson, A. Wherly, J. Bettington, G. Bladder, W. Simpson, C. Walter, B. Loftus, J. Suddaby, N. P. Blyberg, W. Rushton, A. Johnson.

### MIDDLESBROUGH BRANCH.

At the general meeting held on Nov. 30, Mr. J. Ayton in the chair, minutes were adopted, and correspondence was read from head office, and several members, after discussion the correspondence was adopted. A general labour discussion then took place, several members taking part in the discussions; after a very lengthened debate the meeting adjourned.

Shipping dull in Middlesbrough.

Mr. Geo. Cathey (from whom we are glad to hear after his illness) writes:—We are having a lively time on the North-East Coast just now, our organiser, Mr. W. Sprow, having been busy laying bare the advantages of the Union and the disadvantages of the Shipping Federation. The meetings in the town have been enthusiastically attended and unanimously applauded. These meetings have put the men on their mettle, and they are just now responding once more to the call of the Union. Men are joining the Union rapidly once more, which means that the men have at last found out who are their real friends, and who are their enemies. Mr. Sprow has taken the nine Bills that we are about to submit to Parliament for the benefit of our class, and made earnest appeals to the ratepayers for their assistance in passing them. Judging by the meetings that we have held during this past week, and the general acclamation these Bills have received, especially the Deck Loading and Provision Bill, it is evident that we have the general sympathy of the taxpayers in this town, and if the Bills have the same support from the taxpayers of the remainder of the kingdom



they had here I feel confident that the whole of the Bills will at no distant date become the law of the land, and we, as sailors and firemen, shall be thankful to the promoters of the Bills, and the taxpayers in general, for their assistance in bringing about our salvation. It is sad to see the frantic dying efforts of the Shipping Federation to still keep a breathing existence, such as their mean, contemptible action in placarding their offices that "no Englishmen need apply for a ship." Thanks to that humane section for the assistance they are rendering us just now in building up and consolidating our Union by their dirty mean action. I trust they will still pursue their mean ways, and I feel sure the seafaring men will soon shake off the yoke of tyranny, and assert themselves as men, and not as slaves. By-the-bye, I forgot that the Federation officials in Middlesbrough have become good advertising friends on our behalf to the public. The moment Mr. Sprow arrived in the town that busy friend informed the police that he had arrived, so we needn't trouble to advertise ourselves, as we can always get some meetings together through the advertising of the Shipping Federation. So allow me to make an appeal to all seamen and firemen to rally round their Branches as we are doing here in this district. Depend upon it the day is not far distant when we shall have to go to the funeral of the Shipping Federation.

#### SOUTHAMPTON BRANCH.

At the weekly meeting, the secretary announced that he had secured the Philharmonic Hall for the lecture to be delivered by Mr. J. H. Wilson, who is going to illustrate the same by means of dissolving views, and it is expected to be a great success. The lecture will take place on Saturday, Dec. 12. It is hoped that all seafaring men will attend, and bring their wives and families. The death claim of £4 has been paid to the widow of George Young, fireman.

#### DUNDEE BRANCH.

At the weekly meeting, Dec. 1, there was a good attendance. The secretary referred to the dispute with the *s.s. Restitution*, of Liverpool, which was up for signing, when the captain offered £4 15s. all over, but as the firemen's wages were 5s. more than the sailors' wages, the men refused to sign, the consequence being that the captain stated he would get men from Leith for £4 15s. On the men coming to Dundee, we were successful in getting them on our side, in the demand, for £5 per month. The captain and broker's clerk, when they saw they were beaten, told the men to come and sign at £5. It is hoped that now the wages are up they will be maintained.

#### LEITH BRANCH.

At the general meeting, on Tuesday, Nov. 24, Bro. A. Black presiding, the usual routine business was transacted, after which the other business was chiefly in connection with the social meeting. It was agreed to hold the usual monthly open meeting next Tuesday, Dec. 8, and we trust to see a large attendance on that occasion.

We would again remind our friends of the annual soiree, concert, and assembly to be held in Junction-street Hall, on Friday, Dec. 12. From the intimation made in last week's SEAFARING, it will be seen that nothing will be left undone which will make it successful. The services of a first-class company have been secured, and the surplus will be given to the widows' and orphans' fund. We hope our friends will once more turn out, and make our third annual still more successful than previous ones.

#### HULL BRANCH.

At the meeting of the Steam Trawl Engineers' Branch, held at 65, West Dock-avenue, Hull, on Nov. 30, in absence, through being at sea, of Bro. T. Tommos, the president, Bro. George Chapman was elected to the chair. Minutes of the previous meeting and correspondence were read and passed. A complaint was made against a member of this Branch for speaking disrespectfully of another member who was now at sea. Bro. H. Holmes moved a resolution, which was seconded by Wm. Turpin, that the offending member should be summoned to the next meeting to give an explanation of his language. This was carried and the matter dropped. It was then proposed by Bro. John Tyas, seconded by Bro. William Turpin, and carried, that any member of this Branch not attending the Branch meetings six times a year should be fined 2s. 6d., unless he could give satisfactory reasons for non-attendance, the secretary remarking that he hoped the members would continue in the good work they were doing, and not think that when they had paid their contributions that they had done all that was required. The secretary also spoke of the splendid opportunity given to the

general secretary by the Royal Labour Commission and hoped that action would be taken on the facts adduced by Mr. Wilson. It was also pleasing to notice that Mr. Friend, of the North of England Seamen's Association, was there to give evidence. This brought a well attended meeting to a close.

#### NEWCASTLE-ON-TYNE BRANCH.

A special general meeting was held in the office, Nov. 30, Mr. Joseph Maskey presiding over a good attendance of members. The minutes, correspondence, and balance-sheet for the week were read and adopted. The following nominations for Branch officials were taken:—Chairman, Mr. J. Thoms, Mr. J. Maskey; vice-chairman, Mr. P. McNally; secretary, Mr. T. Dunn; doctor, Dr. Newton; solicitor, Mr. R. Jacks; trustees, re-nominated; committee (A.B.'s), A. J. Reid, W. Nicholson, C. Jones, J. Biglow, J. Clark, W. N. Taylor; (firemen), E. Timlin, J. Jamieson, J. Robson, M. Rodie, J. Scott, R. Kellsey. The meeting terminated after other business had been gone through, with a vote of thanks.

#### STORNOWAY BRANCH.

Why will the second class R.N. Reserve men not join the Union? This question is asked here every day. The offer of £2 if they should lose their clothes, and £4 to the relatives if they should die or be drowned, and any other reasonable protection or redress enquired into, is not good enough they say for one penny per day. In the name of common sense and justice what do they want? If they go away to sea, then all the other benefits which seamen get will follow. They don't know the day they may have to go to sea in a merchant vessel, and then they will join as new members and not have the same benefits as those who have joined a year ago. They should weigh the arguments which the organising secretary, Mr. Rennie, has been trying to explain to them, and if it were not for their own good no sensible man would ask them to join. There are very few of our members come home yet, and some of them who have come are at "Loch Seaforth" doing a big thing at the fall herring fishing. Never were there so much herring caught here at this time of the year; think of 4,000 barrels being landed here in the end of November. There is no lack of funds; it seems to be a policy of hang-on. Those who did join at 2s. 6d., when the Branch was opened, are jolly well pleased, and those who joined here at 10s. are pleased to hear it will soon be up again. So come at once and join—be men. Sell your own labour at the best and safest market. The owners will never give you the wages unless you join the Union, and it will get them for you.

#### GOOLE BRANCH.

This Branch is still progressing, Mr. Cathery having addressed meetings of men anywhere that he has the chance. Members are continually rolling in and paying up their arrears, in spite of the opposition of one of the principal Steamship Companies, which has entirely boycotted us from going on their ships. On Tuesday a well-attended meeting was held, when Mr. Cathery addressed the members on the benefits and objects of the Union, also explaining the various Bills to go before Parliament. The following is his address of the previous week:—

Mr. Cathery, who on rising to address the meeting was received with applause, said he was going to speak on seamen's grievances and how to remedy them. He started by referring to the seamen's condition 50 years ago. Then he went on to speak of the wages paid before Union started, and the tyrannical treatment they received in many instances. He then referred to the various Bills about to be brought forward, and especially commented on the proposed alteration in the Payment of Wages and Rating Act of 1854 and 1880. Mr. Cathery referred to the difference there was between a man working ashore and a man working on board ship, the man on shore getting his wages on a Saturday night and being able to take it straight home to his wife, while the poor sailor's wife had to wait usually a whole month after he had got employment before she could get a penny of her husband's hard-earned wages, and then only one half, so that a man with a family signing for £4 per month, his wife would have to wait four weeks for a paltry £2 to keep herself and family. Let some of the shipowners and their ladies take our places for a month and see how they would like it (Loud applause). However, the Union was bringing forth a Bill which it was proposed to alter this state of affairs. He (the speaker) thought that two weeks was plenty long enough for a woman to wait for her money, and then for her to get the greater share or three quarters the amount due (Hear, hear).

Those men who were not married would be able to leave their money in a Savings Bank, so that they will be having interest added to it. Why should they not have the interest on the money they had earned instead of the shipowners having it (Applause). Then coming to the accommodation they had to put up with, one shipowner (Col. Gourley) the member for Sunderland, was building a ship with bath room, mess room, library for seamen, and a press for the sailors to hang their wet oilskins in, all entirely free from the fore-castle. If one shipowner could do this, could not the rest afford to do likewise (Yes). Mr. Cathery then went on referring to the Manning Scale—Provision Scale—Deck Cargoes—and other Bills which had been drafted by the general secretary of the Seamen's Union. Referring for a moment to the proposed Eight Hours Bill the speaker said they seemed to be divided on the matter. Some Trade Unionists thought they should get it by legislation, and others thought by combination. But he thought it would be better by legislation, as then the seamen would be included, and it would mean the carrying of more hands on board their ships (Applause). Mr. Cathery then appealed to those present to stand loyally to their Union that had done so much for them, and that in the future would do much more. Let every man act as a delegate on board the ship he was on, and by sticking to the Union and getting others to do the same, be getting a share of the world's wealth which they were helping to build up (Loud applause).

#### PORTSMOUTH BRANCH.

At the weekly meeting a circular from head office was read, notifying the registration of the revised rules, notably the centralisation of the funds, the new Rule xv, and the increase of the shipwreck allowance. Nomination of officers for the next six months was taken. The election takes place at the last meeting in December. The chairman, in addressing the meeting, alluded to the evidence of the general secretary before the Royal Commission, and complimented Mr. Wilson on his courageous exposition of the coercive tyranny of the Shipping Federation, and advised members to be true to their Union.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. Errington in the chair, minutes were adopted and financial report approved of. Correspondence was read from various sources, some of which was from head office, and also from Mr. J. R. England bearing on the insurance of members of the sick fund; but there being very few members of the sick fund at the meeting, it was thought advisable to let his letter lie on the table. The question of the Federation was gone into at great length, and the best means to deal with it.

We have had Mr. Sprow with us since last week. He is doing good work here. He addressed a meeting of sailors and firemen here on Friday, Nov. 27, on the new quay, when he spoke on the benefits of the Union. He also touched on the provision scale of the Union, and said it was not necessary to explain the difference between the present scale and the one now in force, as he was addressing a meeting of men who knew this by experience. He also touched on deck-loading, and read over a Bill to the meeting to amend the law in that direction, saying that it was the duty of every man to stand by his guns and fight for the emancipation of one another, for without combination we will get nothing from the shipowners of this country. We had another meeting on the new quay on the morning of Nov. 30, which was first addressed by the local secretary, who introduced Mr. Sprow, who addressed the meeting as electors of the borough, and hoped that they would be prepared to support the man that was prepared to do the most for labour, whether he be a Tory or a Liberal. At the close of this meeting it was announced that we were to have a meeting in the Oddfellows' Hall on Thursday, Dec. 3.

#### SUNDERLAND BRANCH.

At the usual weekly meeting, Mr. W. Airson in the chair, there was a fair attendance. Minutes of the previous meeting were confirmed, and the secretary then read letters from the head office, together with a circular from the general secretary. Mr. Henderson then complained of the conduct of a member of this Branch who had assisted non-Union men to get in ships when the Union was stopping them. It was decided that the secretary write to head office for 30 copies of the emblem. It is thought that the members of the Union have reason to be pleased at the evidence given before the Royal Commission, as there are two or three for the shipowners' nobs and the Federation in particular. One can imagine the countenance of these high individuals when the letters were read at the



Commission or in the report in the papers. I wonder if Mr. Roche remembered the night at the Central Station when one of the officials here told him of some of his work. Members were requested to tell other members whom they might meet that the Branch meetings are held in Lockhart's Cocoa Rooms, High-street West, and that nominations will be taken on Monday next.

#### BLYTH BRANCH.

Men on deck are wanted here for weekly and monthly boats. No firemen need apply, as at present we are overrun with men coming from the shipyards and taking advantage of the present rate of wages, that has so manfully been upheld throughout the summer by the combination of the *bond fide* firemen of the Tyne and Wear, and the combined efforts of the Seamen's Union, against £80,000,000.

The Branch meeting cannot be arranged on any particular night, and place of meeting is not yet decided, but special meetings are called when a sufficient body of men are at home.

#### SOUTH SHIELDS BRANCH.

At the usual general meeting, Mr. T. Clements in the chair, and the district organiser, Mr. Wm. Sprow, being present, minutes were passed, also weekly balance-sheet and the bills for the week, after being explained by the secretary. Complaint was made against one of our members, which caused a great deal of discussion, and a vote of censure was passed on him. The secretary stated that, according to instructions, he had visited the workhouse to bring out one of our members if possible, to fill a job at our Tyne Dock Branch. He was sorry to have to state that the member was one of those unfortunate people who cannot write his name, so he was unable to take him. This the member deplored very much. The secretary thought if he had to go and live there he would rather go to prison, as the prison diet is much better than the workhouse. It was pointed out that a member had had a stroke, and he would be able to fill that job, and that the secretary should engage him if capable. This was carried. The secretary stated that this was the last night for nominations, and the following members' names were submitted:—For the office of president, George Smith and Thomas Clements; vice-president, Robert McCarthy; and for the secretaryship, George Hymers and David Clement; for outside delegate, James Logan and Thomas Duglass; for river secretary, Joseph Longin, Robert Holdforth, and Thomas F. Bell; for night watchman, John Franks and Edward Blandford. The secretary was instructed to get the ballot-papers as soon as possible, and the box will be opened, and the votes counted the last meeting night, Dec. 28, and every member is requested to see that he receives a paper, and that no one interferes with him. After a great deal of discussion, the meeting closed with the usual vote of thanks.

There have been seven new members and one shipwreck claim during the week. The social gathering on Wednesday night was a great success. We had new talent, which was very encouraging to the members, and the sports were so good that the chairman had to put the gas out before the children would leave.

#### ABERDEEN BRANCH.

At the usual weekly meeting, Nov. 30, there was a fair attendance, and while on the subject of attendance, I am asked in reporting to draw the attention of members who have the opportunity of attending and do not attend to the necessity laid upon them for paying their respects to their fellow-members on a Monday night. Several schemes have been discussed of late, having in view the entertainment of our fellows at Branch meetings and otherwise. It has now been finally arranged that the annual social meeting and ball will be held in the Northern Hall on the evening of Thursday, Feb. 4, when we hope, as per usual, it will be a successful gathering. I again take this opportunity of reminding members of the Plimsoll Testimonial.

#### DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell presiding, the minutes having been adopted, and financial account passed as satisfactory, correspondence was read, commented upon, and passed. The secretary being absent the assistant announced that Mr. John Gardner, the district secretary of the Bristol Channel, would be present on that night week. The chairman then addressed the meeting on the pleasure it would give the Dublin Branch to welcome Mr. Gardner, saying that he hoped the Branch of the Federation of Trades and Labour Organisations would be opened during his stay and suggested holding a public meeting on the following

Sunday. He then referred to a paragraph that appeared in local papers, and the secretary was directed to forward to both papers the following contradiction:—"I am instructed by the committee of the above Branch, which held their usual weekly meeting on Nov. 27, to draw your attention to an error that appears in your report of Mr. J. H. Wilson's examination before the Labour Commission in your issue of Wednesday, Nov. 25. According to your report, any person reading it would be led to believe that the funds of the Union had decreased from £30,000 down to £10,000. The following is the correction I wish put in:—Sir Michael Hicks-Beach cross-examining Mr. J. H. Wilson, put the question of the financial standing of the Union, but Mr. Wilson in his answers would not tell his Union's finances, unless the Shipping Federation were prepared to put in their balance-sheet. Thereupon Sir Michael Hicks-Beach put suggestions. He suggested were the Union finances up to £10,000. Mr. Wilson replied that the Union might have £10,000. He confessed this airily; but he was not prepared to say that the position was worse than it was at the end of 1890, when the finances were £32,000." The meeting then adjourned until that night week.

#### NAUTICAL NEWS.

THE *Plucky* court-martial has acquitted Lieut. Fremantle.

LYNN has decided to adopt gas buoys for lighting their channel through the Wash.

THE death is announced of Sir James P. Corry, of Belfast, who had realised a large fortune as a shipowner.

THE cook of the steamer *Craigmore*, of Liverpool, at present discharging at Maryport, has been found drowned in the harbour.

THE certificate of Captain Osborn, of the steamer *Advance*, has been suspended at Shields for three months for sailing without having his compasses adjusted.

THE American four-masted schooner *D. H. Rivers* experienced terrific weather in the Atlantic on Sept. 11, during which the captain was washed overboard and drowned.

CAPTAIN WISHART, of the *Sierra Parina*, from Rangoon at Liverpool, reports that on Oct 4 P. C. Edwardson, an apprentice, fell from the mizen-royal yard on to the poop, and died an hour afterwards.

HENRY STEPHENSON, master of the steamer *Trio*, was charged at Newcastle Police Court, on Nov. 27, with allowing the disc of his vessel to be submerged, at Tyne Dock, on Oct 9. A fine of £5 and costs was inflicted.

THE body of Charles Fagg, the coastguardman who lost his life by the capsizing of the Sandgate lifeboat, while attempting to rescue the crew of the *Benvenue*, which foundered off Sandgate on Nov. 11, was washed ashore Dec. 2 at Copt Point, Folkestone.

THE Australian Colonies are discussing the expediency of taking joint action with the object of compelling ocean-going steamships to carry more sail power. It has been represented that great danger exists to passengers on these ships owing to the alleged insufficiency of sail power usually carried, and the consequent inability of the vessels to avoid disaster should any serious accident happen to the machinery.

ROCKETS being fired from the Royal Sovereign Lightship, about seven miles from Eastbourne, the alarm was speedily circulated, but it was over one hour before the lifeboat could be launched. On arriving at the lightship, the crew found that Thomas Leeman, one of the keepers, had fallen from the lantern cage, and was terribly injured. He was brought to shore, and conveyed to hospital.

AN inquiry into the collision on River Foyle, last Sept., between the *Albatross* and the *Mayflower*, in which 18 non-Union labourers lost their lives, has concluded in Londonderry, the Court finding the *Albatross* in default.

A GIRL of 18 years, the daughter of a sea-captain, recently navigated her father's ship when he and all the crew were down with the yellow fever. The barque, a coasting vessel, bound from South America to Savannah, was last spoken at sea off Navassa, when all hands were reported ill with yellow fever, and no attempt was made by the vessel which reported her to give any assistance. The master of the barque had with him on board his only daughter, who appears to have been the last to catch the fever. With the aid of one or two old sailors who managed to crawl to the deck, she navigated the vessel for several hundreds of miles, and succeeded in reaching port with a crew dead and dying, and the captain in a critical condition.

#### SOME FUN.

##### WINS THE KETTLE.

It is our sad duty, writes an American contemporary, to announce the appearance of one of the most colossal lies of recent years. It comes from Nebraska, and is a cold plain lie, without any extenuating circumstances. We repeat it only that we may denounce it, and the man who tells it, who is said to be an Alliance man with Congressional aspirations. He would be a very dangerous man to have in Congress. The story which he tells is this: He has a farm on the Missouri River bottom, near Elk Valley. A week ago the river began to rise, and he saw that his land would all be submerged. He transferred his family and also his stock and movable property to higher ground. There was on his farm—so he says—exactly two miles of barbed-wire fence. It was five-wire fence, and there were 32 barbs to the rod, or a grand total of 102,400 barbs. Yet this industrious liar and the other no less enterprising prevaricator, the hired man, baited every one of these barbs with a small bit of meat. They finished and escaped to the bluffs just as the water came up. For 26 hours the water remained five feet above the top of the fence. Then the river receded, and the hardened and disreputable man went down and examined his fence. He found—so he has the assurance to say—a fish hanging from every barb except three, or 102,397 in all. There were pickerel, bass, pike, suckers, and many other varieties. They averaged 10 pounds each in weight, giving him the astonishing total of 1,023,980 pounds of fresh fish. He discharged the hired man because he had not properly baited the three barbs which failed to catch any fish. If this man does get into Congress, think of the consequences if he should begin to discuss the tariff or the silver question!

##### THE ORIGIN.

A prominent coloured gentleman died in South Carolina, and as he was an influential member of several societies great preparations were made for the funeral.

The Independent Order of the Sons of Ham said that they would take charge of the funeral.

The Oriental Order of the Great Red Axe said that they would take charge of the funeral.

Naturally a dispute arose. Sam Belcher, president of the Sons of Ham, invested with full authority and great power, called on Lige Henly, patriarch of the Order of the Red Axe.

"Is dis yere Mr. Henly?"

"You oughter know. You dun cleaned out my well often eruff."

"Ah, but dat ain't neder yere nur dar; is you sartin you's de man?"

"I is de 'dential pusson."

"Ah, hah, an' I un'erstan's dat er 'ciety dat you 'longs ter wants ter bury one o' our members."

"I aint yered nuthin' 'bout dat, but I tell you whut I did yere—I yered dat yo' 'ciety is tryin' ter bury one o' our bruders."

"Now, whut's de use'n talkin' dater way? De man ourn an' we gwine hab him."

"You may go an' dig him up after we git through wid him if you wants to, but we gwine put him in de groun' fust."

"Oh, is you, indeed? but lemme tell you suthin'. While you is about it you better dig er good many graves, fur you'll need 'em."

The Hams and the Axes formed in procession and marched to the house of the deceased. The Hams ordered the Axes to disperse. The Axes ordered the Hams to disperse. A fight occurred, six men were killed and the following appeared in a Chicago newspaper:

"The whites are at their old game of murdering the blacks in South Carolina. Yesterday an armed body of whites marched out to meet a coloured funeral procession and fired on them. Several of these poor, unarmed people were killed, and yet we call this a Christian country."—*The Arkanshaw Traveller*.

##### SPECIAL MEASURE REQUIRED.

Housekeeper: "Seems to me that quart measure of yours is awful small."

Milkman: "My cows is the small kind, mum."—*Good News*.

##### MISERIES OF SUBURBAN LIFE.

Mrs. Suburb: "You are very late to-night. Supper was ready two hours ago."

Mr. Suburb: "Yes, I missed the 5.17 train and had to take the 5.19."

Mrs. S.: "But that is only two minutes."

Mr. S.: "Yes, my dear, but the 5.17 comes straight through, and the 5.19 stops at 173 stations before it gets here."—*Good News*.

##### JUST WHAT HE WANTED.

Sarcastic father: "Julia, that young man Smiley has been here three nights in succession, and it has been nearly midnight when he left. Hadn't you better invite him to bring his bag and baggage and make his home with us?"

Innocent daughter: "Oh! papa, may I? It is just what he wanted, but he was too bashful to ask you. He'll be delighted when I tell him this evening."



## CORRESPONDENCE.

## BRIEF RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

Correspondents' names are not divulged to anyone without their sanction.

Letters not accompanied by the writer's name and address are destroyed without being either read or printed.

Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.

Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

## TO SAVE LIFE.

To the Editor of "Seafaring."

DEAR SIR,—Kindly allow me to say that our movement commenced in 1881 (not 8), as in the issue of to-day. The public should know that we advocate the use of telegraphic and telephonic cables between lighthouses and lightships and the shore. 2. That sailors be paid for saving life, when those who are saved, and insured in any "Life Offices," said office to pay for saving the lives upon the principle of the salvage corps in London. That a commission be paid to the first boat at hand to render assistance. Commission upon cargo, etc., part to go to a general fund for sailors, and part to be paid over to rescuers at once, for every sailor to subscribe a small sum weekly to said fund, and at sixty to receive a pension of £1 per week if funds will allow it, details to be decided upon. That where practicable, a branch cable should be buoyed up from the ocean cables, that a wire could be carried from an instrument on board a vessel or ship to the top of buoy and hooked on to wire to convey a message to the first lifeboat station when ship is in danger of being lost. Some are advocating a committee of inquiry. We obtained one in 1887. I have "the large report," with the promise from our late member, Colonel King Harman, M.P., that the Committee had decided to connect the four Goodwin Lightships with Ramsgate and Dover in "six weeks" (as a start). They are not connected yet. To secure what is required, let every sailor and friend of same buttonhole every member of Parliament until we secure it. I note in your leading article of to-day about the cables, you kindly say, "ways and means are the only difficulty, and these will, as usual, be found if a sufficiently strong public opinion can be aroused on the subject." I rejoice to say that nearly two million pounds profit were cleared by our post office last year. Why not apply a portion of this to our cables and work the whole system as one. During the time that we have advocated the movement, telegraphic and telephonic communication has been provided, more or less excellent, by France, Canada, America, the Cape, Holland, Sweden, Norway and Denmark. If the Government would adopt Mr. W. H. Goodman's simple plan, which we have seen exhibited and worked at several towns meetings, I feel certain that many precious lives would be saved. Captain Glover from Harwich, proved at the *Indian Chief* inquiry that during the three days we were there that if there had been a cable from the Gunfleet Lighthouse, hundreds of lives could have been saved. If more facts are required, I shall be pleased to furnish them in future on behalf of the suffering.—And remain, dear Sir, yours sincerely,

EDWARD J. HOBBS,

Premoter of petitions and meetings to save Alliance House, Life, etc.  
Ramsgate, Nov. 21, 1891.

## THE ATLANTIC CATTLE TRADE.

To the Editor of "Seafaring."

DEAR SIR,—Having seen the decided stand made by Mr. Pimmsoll and the Seamen's Union, on the side of humanity, in the endeavour to abolish the cruel practice of carrying cattle across the Atlantic alive, I feel that every seaman engaged in the trade should render assistance by laying before the public their own experiences from time to time, as I feel positive that the people of a nation

boasting of the highest civilisation would rise en masse against this unholy trade, if they could be made to understand the fearful sufferings endured, and the horrible brutality inflicted upon the unfortunate brutes while making a passage across the stormiest piece of water in the whole world. I am a seaman of 23 years standing, my experience has been in all classes of ships, and in various capacities, and during that time I have never sailed with a cargo so dangerous, and at the same time so unmanageable, as cattle are in the part of the world to which I refer. I have just completed two voyages to Montreal, and back to London. During the first voyage on our return trip we were not many hours clear of the River St. Lawrence when it commenced to blow pretty hard, and we got orders to batten the hatches down, the main deck being full of cattle, as was also the upper deck, and the carpenter, bosen's mate, myself, and another A.B., after finishing the work, made for the alleyway, and had scarcely reached it when a very heavy sea came on board and swept away the cattle and temporary pens that reached from the bridge to the fore-rigging. The force of the sea and weight of the cattle carried away both rails and a hatch-house, landing three of the animals down through the hatch on top of the cattle on the main deck, and taking enough water below to reach to a man's knees, also leaving seven or eight animals injured among the debris that remained on the deck. Had this occurred one minute before it would have taken four men, mangled and senseless, over the side, three of whom have wives or mothers depending upon them for support. The cattle that were injured had to remain among the wreckage till morning, about 12 hours, before anything could be done for them, and we then found 22 of the beasts were overboard. The second trip the same thing occurred, but instead of sweeping them right over the side, out of over 30 head of cattle only 5 went clear, the remainder being either imprisoned under the smashed pens or washed and thrown about the deck, their horns being torn off and flesh cut and bruised in a terrible manner. This happened about 9 p.m., and we could do nothing for them until morning, when we found three of those that were under the smashed-up stalls nearly dead, and they only lived a short time after being released. The men then built fresh stalls, although they were exposed to great danger from the heavy seas that were breaking over all the time. They had no sooner got the cattle into their new quarters when they were again washed from one side of the ship to the other and the new stalls demolished. Both lifeboats were rendered useless during the night, and the firemen and trimmers had to remain on duty from 8 p.m. till 7 a.m., owing to the men who should have relieved them at 12 o'clock not being able to get aft through the broken pens and loose cattle that were washing about the deck. These two trips would be considered passably successful ones. The horrors of a scene where from one to two hundred of the poor brutes are either washed away or mangled up, can be better imagined than described. And yet humane and Christian shipowners call it a safe trade. The only safety I see in the thing is that it is safe to enrich a certain class. If there should be any truth in the Buddhist religion, why I feel sorry for those gentlemen who are responsible for the Western Ocean cattle trade.—I am, Sir, yours, &c.

A SEAMAN.

## WANTED AN EXPLANATION.

To the Editor of "Seafaring."

DEAR SIR,—Kindly permit me once again to trespass upon your valuable space in communicating the following, being one of the crew of the s.s. *Neva*, of Hull (W. N. Lailey, commander), which left the River Thames on Sunday morning, Nov. 15, for the Baltic. When about 135 miles from the Shipwash, we sighted a ship flying signals, and, on the captain being informed, at once stood away towards her, and, on speaking, found her to be the German ship *Carl*, bound to New York, and having on board the shipwrecked crew, consisting of ten men, of the German barque *Parnawitz*, which they had rescued from the sinking vessel on the 14th in the Cattegat. They asked to be taken on board our steamer, which our captain, I am pleased to say, readily complied with. On the men getting on board of our steamer they were very grateful for the kindness of the captain in taking them on board after what they had experienced in the gale, they being refused by a previous passing steamer bound to the Baltic, and 200 miles nearer the men's homes. We on board were naturally surprised to hear that a steamer flying the British colours had refused to take a crew of distressed seamen on board. The steamer

alluded to, I am told by the men, belonged to West Hartlepool. The captain at first promised to take them, but said he had very little provisions on board. On hearing this the *Carl* lowered her lifeboat, and commenced to get the few effects the men had saved into the boat, when, lo! they were surprised to see the English steamer turn tail and steam away from them. My only reason in writing this is to ask if there were any good men in the steamer who will kindly enlighten us as to why the captain did not take these poor distressed seamen on board his steamer? Thanking you, Mr. Editor, I remain, dear Sir, yours fraternally and in unity,

SAML. LAWDAY

749 Hull Branch.

Copenhagen, Nov. 18, 1891.

P.S.—The following are the signatures of the distressed seamen alluded to:—Tofan Ewert, August Prenske, Fredrick Røslér, Adolph Schulz, Emil Gorges, August Masuck, Karl Segebrecht, Karl Speckin.

## THANKS.

To the Editor of "Seafaring."

DEAR SIR,—On Thursday, Nov. 19, I boarded the s.s. *Neva*, of Hull, which had recently arrived. I found 10 shipwrecked seamen (Germans) on board, who desired me, though the medium of your valuable paper SEAFARING, to send their most heartfelt thanks for the great kindness and attention paid to them by the captain, officers, and crew of the steamer, and trust that if ever they should be called upon to render the same action, will not be wanting in the same noble duty. Signed for the undermentioned men,

C. R. CZARNEWSKY, Secretary,

Sailors' and Firemen's Union.

Captain W. Wallace, John Ewert, August Prenske, Frederick Røslér, Adolph Schulz, Emil Gorges, August Masuck, Karl Segebrecht, Karl Speckin.

Copenhagen, Nov. 19.

## TO CORRESPONDENTS.

Several Letters and Articles are held over.

"Odd Dog Biscuit," "Terches Manchap," Frank Anderson, John Holmes, A. Copp, Smith, and Edwards, and G. Baker, member Hull Branch.—As soon as possible.

C. Campbell.—Our correspondent's name being given in confidence we cannot divulge it without his permission. Perhaps when "Fairplay" sees you want it he will send it.

SHOOTING BY A STEWARDESS.—At Liverpool' Nov. 30, Lavinia Mason, who was stewardess on board the Allan Liner *Mongolian*, was charged with having attempted to murder George Stewart, purser on the same vessel. Stewart deposed that prisoner and he had several but not serious quarrels. The cause of the "few words" was not his refusal to marry her. In his opinion the prisoner did not intend to hurt him, and he had no desire to prosecute. She was committed for trial, being allowed bail.

## A SEA SONG.

Silence. A while ago

Shrieks went up piercingly;

But now is the ship gone down;

Good ship, well manned, was she.

There's a raft there's a chance of life for one,

This day upon the sea.

A chance for one of two;

Young, strong, are he and he

Just in the manhood prime,

The comelier, verily,

For the wrestle with wind and weather and wave,

In the life upon the sea.

One of them has a wife

And little children three;

Two that can toddle and lisp,

And a suckling on the knee;

Naked they'll go and hunger sore,

If he be lost at sea.

One has a dream of home,

A dream that well may be;

He never has breathed it yet;

She never had known it, she.

But some one will be sick at heart,

If he be lost at sea.

"Wife and kids and home!"

Wife, kids, nor home has he!

Give us a chance, Bill!" Then,

"All right, Jim!" Quickly

A man gives up his life for a man,

This day upon the sea.

—Emily H. Hickey.



## A SURPRISE IN STORE.

Late at night a Chicago policeman found a man laughing in the street.

"What's the matter with you?"

The fellow leaned against a wall and roared.

"What's the matter, I say?"

"Why, it's the funniest thing you ever heard of. I am going to surprise some fellows. Several nights ago, just as I was going along down yonder, two men stepped out, held me up, and took my watch and all the money I had. I couldn't say anything, for I was unarmed. Well, those fellows are down there waiting for somebody to come along, and—"

He leaned against the wall and laughed.

"But I don't see anything to laugh at," said the officer.

"I do, for, look here, I've got a Winchester rifle, and I am going to surprise—" he laughed with such glee that he couldn't complete the sentence.—*Arkansas Traveller.*

## KITTY'S ARITHMETIC.

"Seven sheep were standing

By the pasture wall,

Tell me," said the teacher

To her scholars small,

"One poor sheep was frightened,

Jumped and ran away—

One from seven—how many

Woolly sheep would stay?"

Up went Kitty's fingers—

A farmer's daughter she,

Not so bright at figures

As she ought to be—

"Please, ma'am"—Well then, Kitty,

Tell us if you know."

"Please, if one jumped over,

All the rest would go."

—*New York Mercury.*

**SEAMEN'S SUFFERINGS.**—The crew (nineteen in all) of the ship *Ryerson*, of Liverpool were landed at Weymouth on Saturday, having been rescued some 500 miles off the Western Islands, by the steamer *Bramham*, of London, and transferred to a Portland pilot cutter. The vessel sailed from Ship Island on Sept. 15, for Liverpool, and on Nov. 11, she was caught in a hurricane. The ship became waterlogged, and seas swept over her, washing almost everything away. The crew were lashed under the mizen rigging. The salt water had spoilt all the food, with the exception of a little biscuit, and from Saturday to Tuesday the men were only allowed three wine-glasses of water a day. Their condition was deplorable, but their ship was seen by the *Bramham*, who took off a portion of the crew. The captain and the remainder of the crew left in a patched and leaky boat, their passage to the steamer being attended with great danger on account of the fearful seas. When at last safely aboard, the men were found almost completely exhausted from fatigue, exposure, and want of food.

SAILORS' AND FIREMEN'S UNION  
NOTICES.

## MEMBERS ENROLLED.

WEEK ENDING NOVEMBER 28, 1891.

In these lists, F means fireman, T trimmer.

**ABERDEEN.**—J. Thomson, A B; F. Milne, F.  
**AYR.**—D. Bunting, A B; W. Garrat, A B; B. Shields, A B; R. Garrat, T.

**BLUTH.**—J. Hasson, A B; T. Howie, A B.

**BRISTOL.**—J. Hewlett, F; P. A. De Wartripout, F; A. Buch, A B; E. Cox, A B; G. Thomas, A B; J. Parsons, F; R. Bugenhagen, P. Wolgoam, F; J. Naloh, A B; T. W. Bugiland, A B; K. Luduiggin, A B; W. Kowles, T; W. Morris, T; W. Douglas, F; T. Holland, O S; J. Bowles, O S; Geo. Wiltshire, T; R. Gill, A B; H. Burrows, O S; A. Barber, A B; J. Davis, F; W. Jacobson, A B; F. Eason, A B; A. Westcott, A B.

**BARRY.**—E. Morrison, E S; R. Ervine, F; A. Holme, A B; Daniel Burns, F; H. Hanson, F.

**BIRKENHEAD.**—R. H. Williams, O S; Wm. McAvoy, T; Jas. Schofield, T; Wm. Cullen, F; Thos. Barmen, A B; R. H. Griffiths, A B.

**BELFAST.**—John Lindsay, A B; Jas. Boyd, F; W. Gilmore, A B; James Reid, F.

**BUCKIE.**—R. Gunn, A B.

**BURNTISLAND.**—J. Smith, cook; N. Jensen, steward.

**CARDIFF.**—H. Fry, A B; E. Molloy, A B; W. Martin, A B; W. O. Brian, A B.

**DEPTFORD.**—W. Stobbe, A B; W. Vanderberg, F M; David Dunlop, F M; P. McGuire, F M; W. Sampson, A B; T. O. Light, A B; A. Bullemare, F M; W. Vickers, F M; E. Froth, F M; D. Symes, F M; J. Howes, F M; J. Golding, F M; H. Fuller, F M; G. Bowditch, F M; E. Smith, F M; G. Finch, F M.

**DUNDEE.**—P. McKay, F; W. Law, A B.

**GREEN'S HOME.**—F. Roberts, T; F. Brewer, F; C. A. Canty, T.

**DUBLIN.**—F. Byrne, F; Jas. Teole, A B.

**GLASGOW.**—A. Lees, T; A. McBride, T; J. Falton, O S; A. McFarlane, F; J. Taylor, A B; W. Murphy, T; H. Donovan, T; J. Caffarty, T; R. McKenzie, T; N. McVicar, A B; D. Gardiner, T; M. Hickie, T; W. Dearie, T; W. Clark, A B; D. Martin, A B; W. McKinnon, T.

**HULL.**—W. Milliner, MRS; C. W. Fulcher, A B; J. Bradley, F; T. Lambert, A B; J. Goodchild, A B; J. Wilson, A B; C. Walter, O S; B. Loftus, A B; J. W. Laverack, A B; S. Maxfield, F; J. Gosling, A B; W. Simpson, F.

**HULL "B".**—(E means engineer in a steam trawler; T means trimmer in these vessels)—F. Webster, E; H. Revell, T; G. Simpson, T; F. Johnson, E; S. Jackson, E; B. Finn, E; G. Creaser, T; R. Levett, E; J. Bilton, T; O. Craft, T; G. R. Smith, E; T. Green, T; J. Dixon, E.

**LIVERPOOL.**—M. Gould, F; A. McKeeane, T; R. Armour, F; G. Brown, A B; J. Jacobs, T; G. Murray, F; F. Holmlund, A B; J. Carlton, F; H. McLean, F; F. Molyneux, F; O. Raile, A B.

**LIVERPOOL (Boundary-street).**—E. Maher, A B; J. O. Kelley, F; M. Carlin, F; E. Henderson, F; J. Callahan, F; D. McIntyre, F.

**LONDONDERRY.**—C. Hammit, F; E. Kelly, F.

**LERWICK.**—G. Robertson, A B; J. Nicolson, A B; J. Winchester, A B; P. S. Halcrow, A B; A. Robertson, A B; J. Morrison, A B; A. Fraser, A B.

**MARYPORT.**—John Barker, boatswain.

**MONTROSE.**—A. Mackie, A B.

**SOUTH SHIELDS.**—Jas. Paton, O S; A. Peterson, A B; G. Sutton, T; B. Bindle, A B; G. Holmgren, A B; A. Tieman, F; T. Nolan, A B.

**TOWER HILL.**—J. Davey, A B; J. Spriggs, A B; S. King, A B; W. McLean, A B.

**WATERFORD.**—W. McCarty, A B; John Ealey; P. McKennedy, A B; Thos. Kennedy, A B.

## RECEIPTS AT HEAD OFFICE.

WEEK ENDING NOVEMBER 28, 1891.

## NON-LOCALS.

	£	s.	d.
Birkenhead .. .. .	2	4	0
Hull .. .. .	3	3	0
Hull "B" .. .. .	0	4	6
Burntisland .. .. .	0	5	10
Barry .. .. .	5	17	8
Bo'ness .. .. .	0	6	2
Bootle .. .. .	0	13	0
Tidal Basin .. .. .	9	18	0
Newcastle .. .. .	0	8	0
Barry .. .. .	2	6	9
Goole .. .. .	0	11	1
Waterford .. .. .	0	5	3
South Shields .. .. .	12	12	10
Ayr .. .. .	0	12	0
Newport .. .. .	5	11	6
Yarmouth .. .. .	0	2	1
Amble .. .. .	0	5	6
Glasgow .. .. .	3	3	1
Swansea .. .. .	1	6	7
Penarth .. .. .	1	15	10
Belfast .. .. .	0	11	6
Leith .. .. .	1	3	6
King's Lynn .. .. .	0	5	0
Liverpool .. .. .	1	17	9
North Shields .. .. .	2	19	8
Green's Home .. .. .	2	5	0
Blyth .. .. .	4	5	8
Hull .. .. .	8	12	0
Dublin .. .. .	1	6	6
Whitby .. .. .	0	5	6
West Hartlepool .. .. .	5	0	6
Southampton .. .. .	1	13	0
Grangemouth .. .. .	0	7	4
Bristol .. .. .	0	7	4
Lerwick .. .. .	1	9	6
Dundee .. .. .	0	5	0
Bo'ness .. .. .	0	13	0
Aarhus .. .. .	0	5	6
Birkenhead .. .. .	2	0	7
Tower Hill .. .. .	3	12	0
" .. .. .	3	16	3
	£94	15	10

## "SEAFARING."

	£	s.	d.
Hull "B" .. .. .	0	2	0
Aberdeen .. .. .	0	7	4
Barrow .. .. .	0	1	6
Bootle .. .. .	0	1	1
Grimsby .. .. .	0	2	7
Newcastle .. .. .	0	1	6
Birkenhead .. .. .	0	3	4
Goole .. .. .	0	2	10
South Shields .. .. .	0	7	0
Newport .. .. .	0	11	8
Yarmouth .. .. .	0	1	6
Amble .. .. .	0	2	10
Penarth .. .. .	0	1	0
Belfast .. .. .	0	5	0
King's Lynn .. .. .	0	2	2
Liverpool .. .. .	0	2	5
Tower Hill .. .. .	0	1	1
North Shields .. .. .	0	10	9
Green's Home .. .. .	0	2	9
West Hartlepool .. .. .	0	9	6
Grangemouth .. .. .	0	1	1
Lerwick .. .. .	0	5	8
Dundee .. .. .	0	4	4
Tower Hill .. .. .	0	0	9

£4 11 8

## GENERAL FUND.

	£	s.	d.
Hull .. .. .	29	12	6
Hull "B" .. .. .	15	4	2
Aberdeen .. .. .	1	2	1
Nairn .. .. .	0	5	1
Stornoway .. .. .	4	13	0
Goole .. .. .	3	9	0
South Shields .. .. .	20	0	0
Glasgow .. .. .	200	0	0
Belfast .. .. .	1	10	5
King's Lynn .. .. .	1	11	0
Peterhead .. .. .	0	9	9
Youghal .. .. .	1	8	0
Green's Home .. .. .	3	10	10
Dublin .. .. .	8	0	0
Hull .. .. .	17	8	0
West Hartlepool .. .. .	140	0	0
Southampton .. .. .	6	15	0
Lerwick .. .. .	1	8	5
Buckie .. .. .	0	9	7
Sunderland .. .. .	137	11	3
Tidal Basin .. .. .	10	0	0
Barrow .. .. .	40	0	0
Lerwick .. .. .	0	7	5

£644 15 6

## PLIMSOLL LEVY.

	£	s.	d.
Tower Hill .. .. .	0	2	6
Aberdeen .. .. .	0	7	0
Barrow .. .. .	0	5	0
Grimsby .. .. .	0	2	6
Hull .. .. .	0	5	0
Tidal Basin .. .. .	0	12	8
Ayr .. .. .	0	0	6
Hull "B" .. .. .	1	2	0
Tower Hill .. .. .	0	4	6
Newcastle .. .. .	0	11	6
Goole .. .. .	0	9	0
Bootle .. .. .	0	7	0
South Shields .. .. .	1	16	6
Yarmouth .. .. .	0	1	6
Glasgow .. .. .	4	3	6
King's Lynn .. .. .	0	3	0
Leith .. .. .	0	9	6
Liverpool .. .. .	0	16	0
North Shields .. .. .	1	14	6
Green's Home .. .. .	1	17	0
West Hartlepool .. .. .	2	0	0
Grangemouth .. .. .	0	2	6
Dundee .. .. .	0	8	6
Tower Hill .. .. .	0	15	6

£18 18 0

## GOODS ACCOUNT.

	£	s.	d.
Burntisland .. .. .	0	3	4
Grimsby .. .. .	0	7	6
Newcastle .. .. .	0	7	6
Goole .. .. .	0	1	6
South Shields .. .. .	0	6	0
North Shields .. .. .	1	1	0
Grangemouth .. .. .	1	11	3

£3 18 1



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